

ROD & Custom

IND

DECEMBER 1960 25c

Deadline Report —
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GO



• How-to-do-it

HERE BARS FOR RODS

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IN THE KARTING FIELD



CAD CART

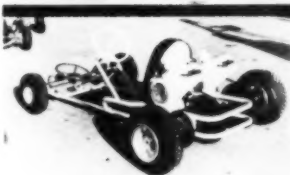
incorporating the mechanical spot disc brake, live axle, and Hands Aluminum wheels, the Cad Cart comes into its own as one of the outstanding values in karts. Completely painted, full hoop, side rails, and all new steering wheel and pedals are standard equipment on all models. Prices start at \$209.00 (with A-490 engine).

BUG WASP has incorporated to full advantage a mechanical spot disc brake plus live axle on all models. Hands Aluminum Wheels, upholstery, side rails, paint, and rear bumper also are standard equipment. The frame is readily adaptable for any size engine. \$199.00 (single A-400 Clinton)

STINGER incorporating the latest in design has come up with a well designed sturdy and compact kart. Comes completely equipped with mechanical spot disc brakes, rear bumper and double frame, Hands Aluminum Wheels, live axle and full upholstery. Also included are full racing slicks. Prices start at \$359.00

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*"K Junior" model KJ-250. \$219.50 with Clinton A-490 engine.



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LIKE THE SUN RISES

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ROD & CUSTOM

DECEMBER 1960

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associate editor
graphics editor
technical editor
technical editor
editorial assistant
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ad production

good design and workmanship turn
a seldom customized Chevy into
a real beauty 22

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tools and so need to take care
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DECEMBER, 1960

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18 ISSUES

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rod & custom

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This editor has gone on record in many issues as a Torch Bearer, Flag Waver and indefatigable Bone Picker in denouncing the sad state of our current crop of car shows. Recently we were joined in the hue and cry by one of the *Big Guns*, Hot Rod magazine's editor Bob Greene. With his permission we are reprinting his editorial from last October.

"Car shows are ancient in automotive history, dating back as far as the first auto exposition in the new San Francisco coliseum the year 1907. The idea seemed a real "crackerjack" in those days and it must have had a lot of merit for the practice has held on tight down through the decades that followed. It is currently the top promotion of the year for hundreds of sponsoring car clubs and highly anticipated showroom competition for the fast-growing groups of custom and hot rod entrants. The young car enthusiast realizes few such occasions to display his fine handiwork to the public in an equally serene, receptive atmosphere — in brief, do a real selling job for his sport. Well and good.

"But somewhere along the line we, the judges, have slipped; the trend of too many show cars indicating that official scoring of past events had placed overbearing emphasis on chrome-for-the-sake-of-chrome and misplaced upholstery rather than sheer excellence of mechanical detail. Rolled and pleated steering wheel and radiator covers, mink-bootied foot pedals and engine compartments stuffed with wisps of spun glass are invariably coverups for shoddy workmanship and neglect.

"If technical integrity is to be maintained, cosmetic effects that eclipse mechanical perfection must not be encouraged by our show judges, too many of whom are going more by what they see rather than what they can detect by so much as a turn of the steering wheel or a push on the clutch or brake.

"Other far-reaching aspects of the problem include complaints from some of the smaller show promoters that many legitimate entries are staying away because of the increasing abstract competition with its prohibitively expensive, point-swaying distractions.

"What then — down with the brightwork and lavish upholstery? Not on your life, but let's get back to using them for what they were meant to be used, crowning accents to an exciting piece of machinery rather than cuff sleeve trade-marks for an over-generous sponsor.

"Diamonds are always shown best against black velvet."

This is the starting line to do something about the situation. Let's make it a starting *lion* with a bite worse than its snarl.

lyn wineland
ROD & CUSTOM

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complete with upholstery,
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Steering Gear: Ackerman-type, adjustable for toe-in.

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THINK FI

DECEMBER

ROD & CUSTOM

rt on the Tracks

Spitfire

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Sprockets: Two, quick-change
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OUR READERS WRITE

DOESN'T BELIEVE IN BUMPERS

I am one of your many readers of Rod & Custom. In your January issue I saw lots of sharp haulers and hoped some day mine would be one of them. Here are a few snapshots of my truck, hoping it might be put in one of your issues. This is a 1954 Ford pickup.



The color is Lime Fire Green. I have a rolled pan, bar rails, pipes, cutouts, 1949 Lincoln taillights, 1956 Ford grille. The tarp is tuck and roll gold with white and has a diamond in the center. The inside is gold and white tuck and roll, dash is also roll. It is powered by a '58 Olds with a 1939 La Salle stick transmission. Inside I also have all green custom knobs.

Raymond Rinaldi Westminster, Calif.

FROM THE LITTLE PEOPLE

I live in the town of Lindsay, Calif., or as it was called after our three day meet, "KARTSVILLE," U.S.A.

I read your magazine every month and think it is the best of its kind. In

continued on p. 12

ROD & CUSTOM

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OUR READERS WRITE

continued from p. 10

your July issue I read about Kent Brown's "Dream Kart", or at least he thought it was such. So I am sending in a picture of my kart hoping you will find room for it in Rod & Custom. It may not be a dream kart, but it makes a good Class A competitor. It



has a two piece frame with aluminum pan, enclosed live axle, enclosed steering rod from a chrome steering wheel to the tie rods. The tie rods have ball bearing ends and the steering rod has bearings at each end. It is powered by a West Bend 5.0 with Mall intake and tuned exhaust.

I am 14 years old and have been karting for over a year. I think karting is a wonderful sport for men, women, and people under SIXTEEN.

Greg Tafton **KARTSVILLE, U.S.A.**
Lindsay, California

KOOKIE'S KAR . . '22 OR '25

I was reading in the October issue of Rod & Custom on page 45 and noticed you said that the famous KOOKIE'S KAR was a '25 T. I built a scale of his car and won third place at the Portland Roadster Show. I was always under the impression that it was a '22 T, please inform me whether I am right or wrong.

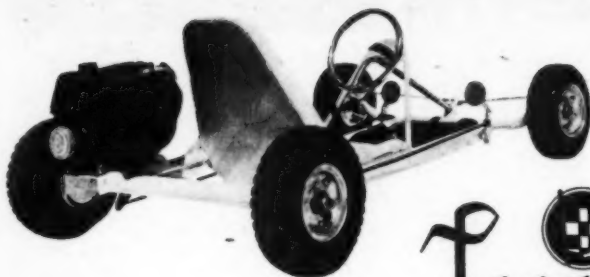
You have a great mag and it will always be tops on my list.

Ron Jennings **Portland, Oregon**

• The buckets of the early '20's were nearly identical, but the builder of the famed TV star-car tells us it was the last of the popular breed, a '25.

continued on p. 14

ROD & CUSTOM



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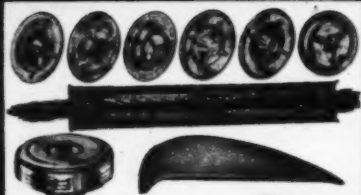


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OUR READERS WRITE

continued from p. 12

A TRUE INDIVIDUALIST

I have been re-reading the April '60 issue of R & C. In the Readers Write column, I noticed Bill MacKenzie's letter. Now, I agree with Mr. MacKenzie that the East has as many good Customs as the West. But, I don't see what all the fuss is about which coast the car comes from. As I see it, a good custom is one which shows good design, new ideas and has good workmanship. Furthermore, I don't think a car is a custom if it is "Western Styled" anymore than if it were Detroit Styled. To me the word custom is a synonym for INDIVIDUALLY styled. If it is styled after any other car or cars, it is no longer a true custom.

I am 14 and have a Crosley station wagon which I am modifying. I am proud to say it is not Western styled or Eastern styled. It is styled as I like it. I think this is customizing in the true sense.

Your mag is great and keep up the good work. I hope I can always look to your mag to give the honest opinion of honest customizers and rodders as in the past.

Ian Brown

Ashland, Mass.

* You bet you can, Ian. Be sure to send us photos and data on your Crosley when it is ready for the road.

Speaking of camel's backs! Mr. Weston's idea of a "real custom" strikes me as no more than what can be created by a fairly intelligent idiot with a weird sense of humor and several bags of plaster of Paris. The "completely new and untried ideas" are usually just feeble attempts by "budding stylists" to attract attention.

I am fourteen years old and eagerly awaiting my first car, which incidentally will not be equipped with front fender skirts and quad cigarette lighters. **KEEP UP THE GOOD WORK!**

Richard Cassina

Santa Rosa

ROD & CUSTOM

Super-Powered Karts...need Super-Capacity Clutches!

MERCURY automatic clutch gives greater horsepower capacity than any other clutch

Nearly five times the h.p. capacity rating of the nearest competitive brand tested: As much as nineteen times the capacity of another brand. See chart below.



COMPARE PERFORMANCE

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Horsepower	16 HP	0.84 HP	3.35 HP	1.8 HP

COMPARE FEATURES

	MERCURY CLUTCH	CLUTCH C	CLUTCH F	CLUTCH M
Chrome Plated No Extra Cost	YES	NO	NO	NO
Full 360° Shoe Contact	YES	NO	NO	NO
13 Gauge 4" Diameter All Steel Housing	YES	NO	NO	NO
Full Sleeve Supported Bearing	YES	NO	NO	NO
Bearing Impregnated with Gull Plastic Lubricant	YES	NO	NO	NO
Locking Feature No Extra Cost	YES	NO	NO	NO
Wide Range of Sprockets for All Engines	YES	YES	YES	NO

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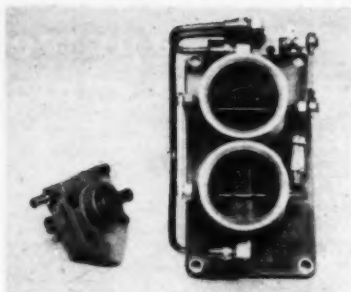
4" EXTERNAL TYPE STRAP BRAKE

- attaches in just seconds to sprocket with four knurled studs.
- made to fit any size sprocket
- only \$4.50
- manufacturers, distributors, dealers — write for prices

WATCH FOR NEW "LIVE AXLE" HEAVY DUTY DELUXE BRAKE!

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Denny Larsen, introduces his newest product for racing. Designed for competition Chrysler engines ONLY. Will not fit passenger cars.

This highly-polished flined aluminum pan holds 10 quarts of oil... is completely flat on the bottom... allows competition cars to stand on starting line longer... and assists in eliminating overheating of oil. Used by top competition at Drags, Boats and at Bonneville. \$72.50 ea. Denny Larsen Automotive, Dept. RC, 603 North Fairfax Avenue, Los Angeles 46, California.



Scott Engineering recently announced the addition of a complete line of supercharger injectors to their list of quality fuel metering products. Proven under the rigors of competition, the injectors can be used with gasoline or fuels using alcohol or nitromethane. Ball bearings are used on throttle shafts and linkage. No special nozzles are necessary — the Scott injector uses regular Stromberg 97 jets, injecting the fuel above the butterfly and eliminating high vacuum on the nozzle. This prevents loading while idling or shifting, thus idling is actually better than with carburetion. Each injector comes with a special Scott-designed variable pressure diffuser metering pump which runs off the crank pulley and delivers up to 100 psi and 300 gph. Injectors are available for GMC, McCulloch and Latham superchargers. For full information, write SCOTT ENGINEERING, Box 944, Dept. RC-11, Santa Monica, California.

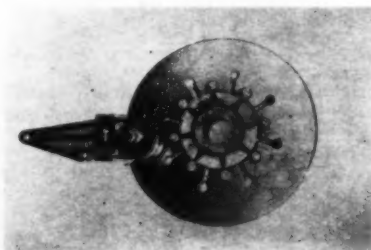


Racing wheels designed specifically to give your kart the "professional race-car look" are now ready in popular 4", 5", and 6" sizes in tapered-roller and ball-bearing models. Live-axle drive types are also available. Prices, including bearings, are \$9.10 for the 4", \$9.90 for the 5" and \$10.90 for the 6" aluminum wheels, regardless of model. Complete details, including mounting data are available from Go-Power Corp., Main P. O. Box 613, Dept. RC, Palo Alto, California.



Howard's Forged Aluminum Rods, engineered by Howard and made of special Aluminum forged by Alcoa. Designed to dissipate heat and now available for stock stroke and stroked (up to $\frac{3}{4}$ ") Chevrolet engines. Other OHV engines soon. I-Beam design... 3 times stronger than boxed rods, 12 times stronger than stock rods. For further information write: Howard's Racing Cams, 10122 South Main St., Dept. RC, Los Angeles, California.

All car owners desiring more power, mileage and style should write for the new, 124 page Almquist catalog. This big book is crammed with thousands of parts for every make and year passenger car, rod, racer, and custom—including all 1961 models. Contains all Famous Brands plus many new and exclusive items. Almquist claims lowest prices in the industry—all equipment offered on Easy Time Payments. For your copy write to: Almquist Engineering Co., Dept. RC, Milford, Penna. \$25 for postage & handling is requested, and will be refunded on your first order.



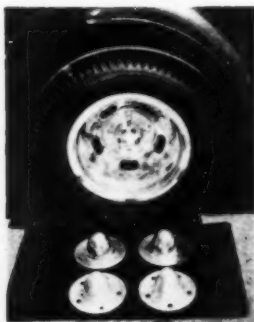
Exceptional in every respect is the all new mechanical spot disc brake. The brake itself is a complete die cast aluminum casting that will assure extra rugged treatment of a full $1\frac{7}{8}$ " diameter with the disc made of $\frac{1}{8}$ " plate and introducing an exclusive feature of expansion slots for cooling, which in turn eliminates the possibility of warpage. The disc itself has been mounted on an aluminum hub to assure cohesion of the complete unit. Completely adaptable to any make or style of kart. From \$17.50. Trophy Engineering, 310 Motor Avenue, Azusa, California.

This new tire and wheel accessory, trade named "SPATS," is a precision manufactured product combined of pure white natural rubber and nickel stainless steel rings designed to be used with standard black wall tires and to give the appearance of white sidewall tires plus the sparkling beauty of wheel covers at low cost (under \$18.00 per set of four). "SPATS" are available for all makes and models of automobiles, trucks and mobile homes equipped with 13", 14", or 15" wheels. For more information regarding "SPATS" write: Aske-Wood, Incorporated, 1617 Fisher Building, Dept. RC, Detroit 2, Michigan.

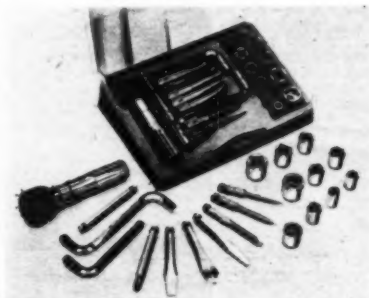


Super-lightweight fiberglass bucket seats are now available from Kellison Engineering Company, manufacturer of fiberglass sports car bodies. The seats weigh only 3½ pounds. Their smooth, comfortable contours are molded of highly stressed, first-grade fiberglass. The rolled design adds comfort and extra strength. These seats are sold in clear plastic for \$25, or color impregnated red, white, blue or black for \$30. Kellison Engineering and Manufacturing Co., Dept. RC, Folsom, California.

R & H Competition Axle Covers full polished spun alloy or chromed steel. Drilled to your wheel bolt pattern. Only \$10.95 set of four, or \$2.75 each. Specify car and wheel size. Cal Automotive, Box 85282, Dept. RC, Los Angeles 27, California.

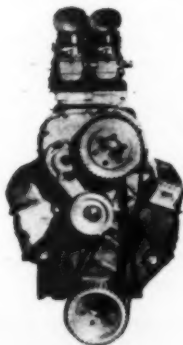


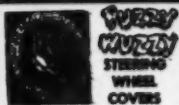
New aircraft-type instrument analyzes auto performance by measuring road horsepower at rear wheels, also checks brake efficiency. "G-Meter" accelerometer uses no cables, hoses or electrical connections and requires no drilling or special installation. Can be switched from car to car. Only \$9.95 postpaid, money-back guarantee. M & H Instrument Company, Box 857, Dept. RC, Balboa, California.



The Super Socketool is made up simply of a universal ratchet handle that works in either direction or locks. In this handle either a straight or offset adapter is placed. Into these adapters a whole series of sockets can be easily fitted to handle all popular size nuts as well as square and hex head screws and bolts. A wide range of screwdriver bits can also be fitted into the universal ratchet handle for either slotted or recessed head screws. There are also twoawl attachments and a handy tack lifter. Packed in compact transparent plastic box, it retails for \$4.98. Available at auto and hardware stores.

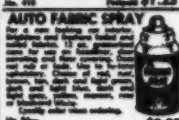
WEIAND supercharger gear belt drive Kits.
Now available for: Chrysler, '51-58;
Chrysler "B" series '59-60 Buick, all V-8's;
Olds, all V-8's, Chevy, all 265-283" (shown);
Pontiac, all V-8's, and Ford Products
283-410-430" engines. Each unit comes
complete, ready to install, with no extras
needed for installation. Send \$.25 for our
NEW Catalog giving complete information on
Drive Kits plus ALL Speed & Power Equipment.
WEIAND POWER & EQUIPMENT,
2733 San Fernando Road, Dept. RC,
Los Angeles, California.





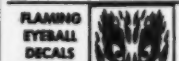
**FURRY
WURRY
STEERING
WHEEL COVERS**

• All new steering wheel covers.
• Available in many colors.
• Made of soft, plush material.
• Fits all steering wheels.
• Easy to install.
• Price \$1.25



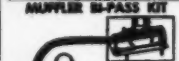
AUTO FABRIC SPRAY

For a new fabric car interior, upholstery and carpeting. Makes old fabric look like new. Easy to use. Price \$2.95



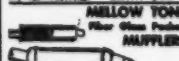
**NEW SHOCK
OVERLOAD SPRINGS**

For all cars. Makes old shocks work like new. Price \$4.95



**FLAMING
EYEBALL
DECALS**

For all cars. Makes old eyes look like new. Price \$1.50



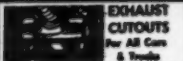
MUFFLER HI-PASS KIT

For all cars. Makes old mufflers work like new. Price \$8.70



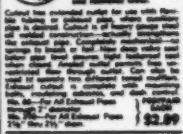
**MELLOW TONE
FIBER GLASS PADDED
MUFFLERS**

For all cars. Makes old mufflers work like new. Price \$4.95



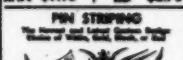
**EXHAUST
CUTOUTS**

For all cars. Makes old exhausts work like new. Price \$2.99



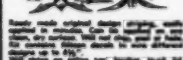
**SPUN ALUMINUM SNAP-ON
RACING
WHEEL
DISCS**

For all cars. Makes old wheels look like new. Price \$9.95



PIN STRIPPING

For all cars. Makes old paint look like new. Price \$2.75



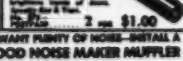
HOT ROD FENDERS

For all cars. Makes old fenders look like new. Price \$1.00



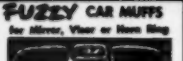
CHROME DOOR LOCK KNOBS

For all cars. Makes old knobs look like new. Price \$1.00



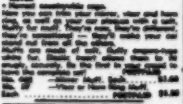
HOLLYWOOD HORSE MAKER MUFFER

For all cars. Makes old mufflers work like new. Price \$2.99



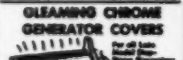
FUZZY CAR MUFFS

For all cars. Makes old mufflers work like new. Price \$1.25



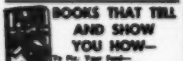
FUZZY CAR MUFFS

For all cars. Makes old mufflers work like new. Price \$1.25



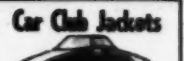
**GLEAMING CHROME
GENERATOR COVERS**

For all cars. Makes old covers look like new. Price \$3.00



**BOOKS THAT TELL
AND SHOW
YOU HOW**

For all cars. Makes old books look like new. Price \$3.95



Car Club Jackets

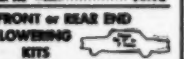


CHOICE OF FIVE DESIGNS



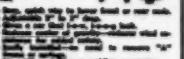
Car Club Jackets

For all cars. Makes old jackets look like new. Price \$4.95



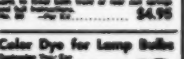
**FRONT OR REAR END
LOWERING
KITS**

For all cars. Makes old kits look like new. Price \$4.95



Color Dye for Lamp Bulbs

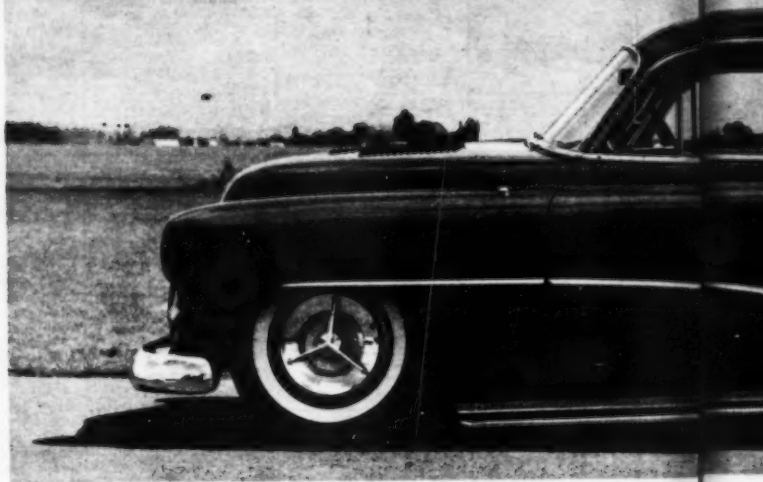
For all cars. Makes old bulbs look like new. Price \$4.95



AIR-ODD-ODD HORN

For all cars. Makes old horns look like new. Price \$15.00

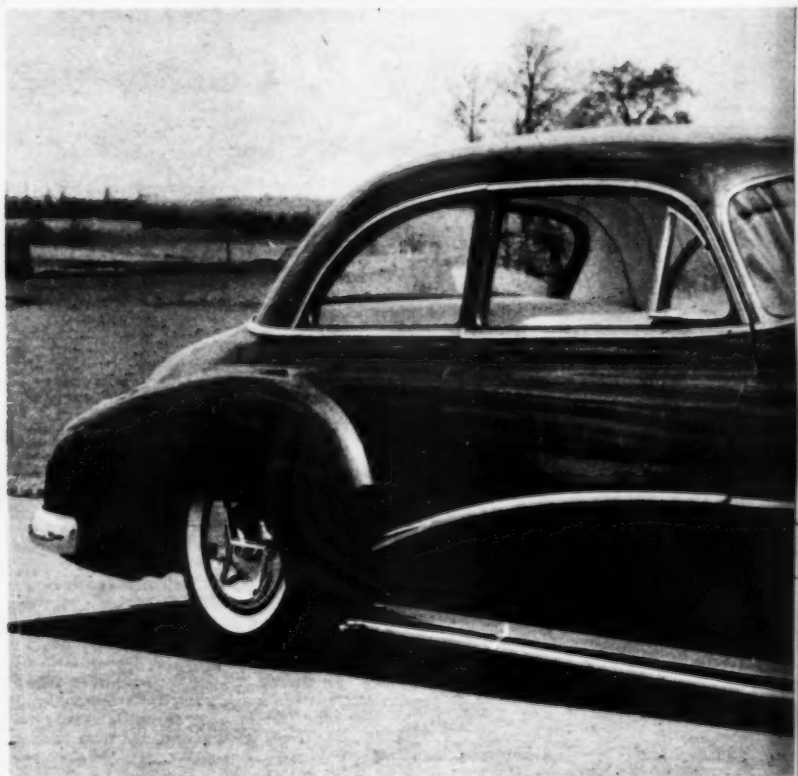
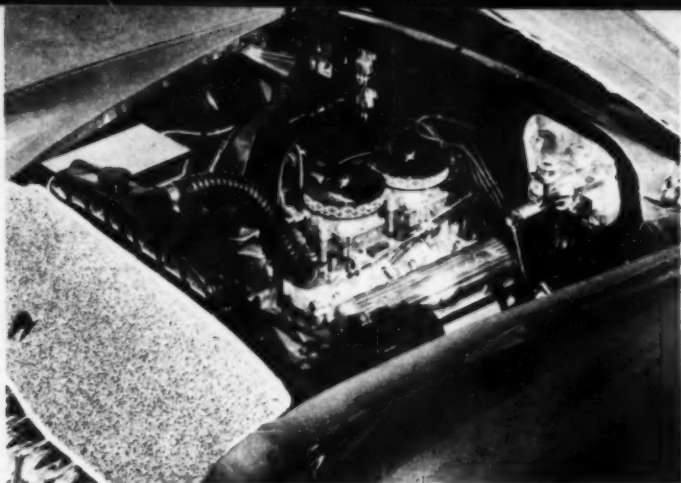
CINDERELLA CHEVY



updated from end to end, this stovebolt is ready for the ball

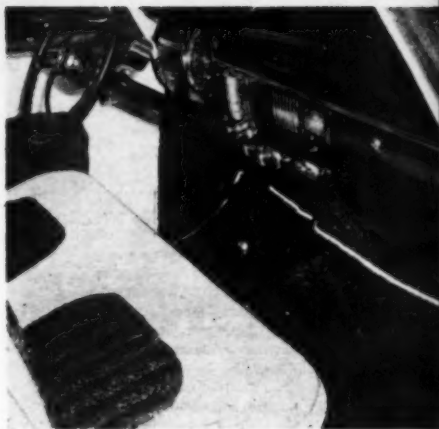


The ideas of "Who would take a cinder-girl to the Ball?" and "Who would customize a '49 Chevy tudor sedan?" are much akin, but so are the endings of both stories. Dough Vandehy, of Forest Grove, Ore., wielded the magic wand (some say it was a torch) over his "little nobody" and came up with a winner. The facelifting consists of frenched headlights, frenched '53 Chevy grille shell with teeth of the same year. All bumper bolts were filled; door handles, hood, trunk trim removed; hood louvered. Vent in back of top is from 1958 Impala. Chevy all the way, '49 front license guard in rear; blinkers are from '56 Corvette.



Buick side trim disappears into sculptured air scoops in rear fenders. Full length, ribbed lakes pipes turn out at fender. Not only did Doug do the metal work himself, but he also installed the 265" '56 Chevy V8. Power is transmitted to rear wheels via Corvette 3-speed transmission and Corvette rear end. Engine is basically stock except for Corvette cam, flywheel, clutch and dual 4-throat manifold. Rear end ratio of 4.56 with 6.70 x 15 tires gives good acceleration. Dash has extra instruments; tach on steering post. Pendulum pedals, floor shift lever are visible. White Naugahyde and black frieze upholstery looks good with metallic Royal Blue paint. No complexion problem for this Cinderella as there isn't a single unsightly scallop on her.

CINDERELLA CHEVY continued

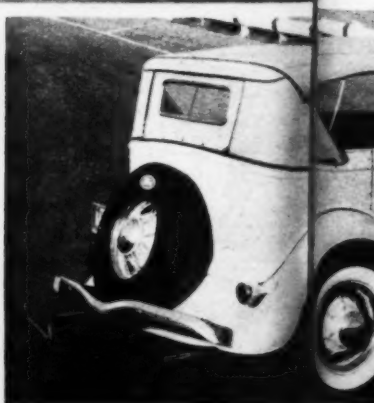
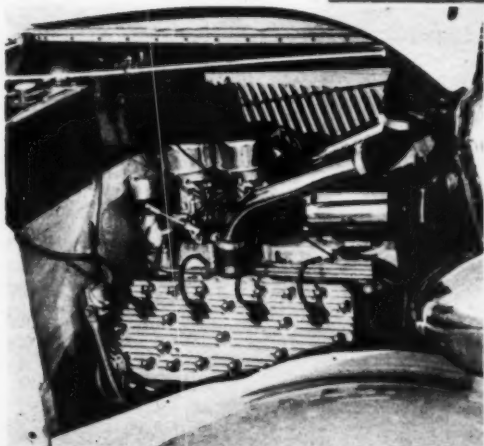


CHARIOT OF THE SUN

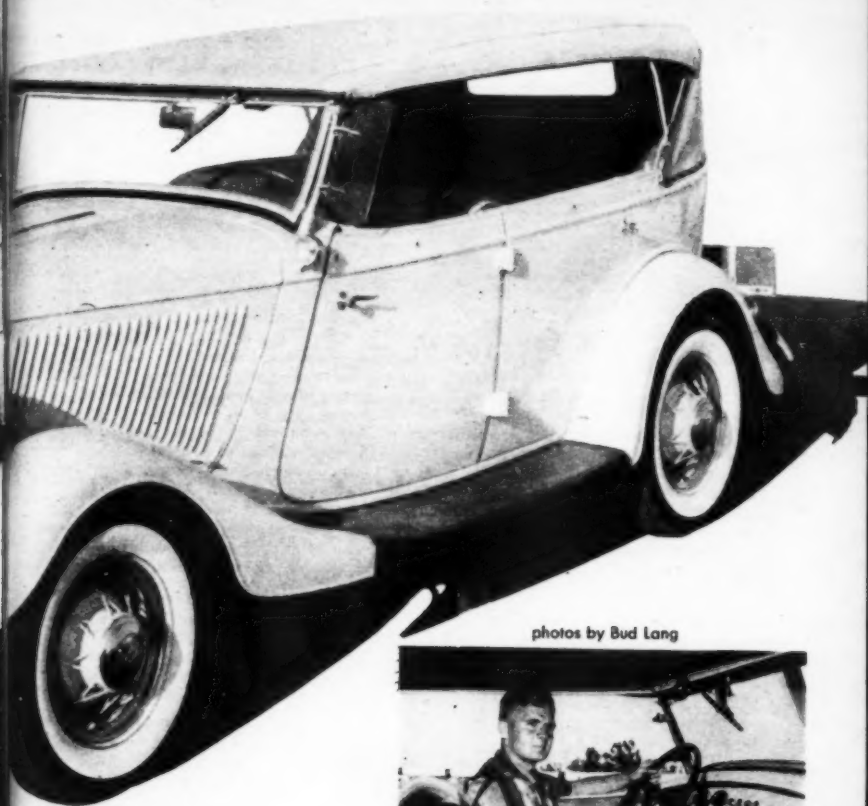
golden tub runs a fervent flathead

According to Greek mythology, Phaethon, son of Helios the sun god, drove his father's chariot across the sky one day and nearly burned the earth up. Exactly how the name came to be connected with the chariots themselves, we don't know, but Peter Geib's '34 phaeton from Arizona is truly a chariot of the sun. The completely stock body is painted Sandlewood Tan enamel and the interior is done in brown Naugahyde. Most of the changes for the better are of a mechanical nature. '35 Ford rear end runs 3.54 gears, 6.00 x 16 tires. '41 Ford hydraulic brakes are used front and rear.

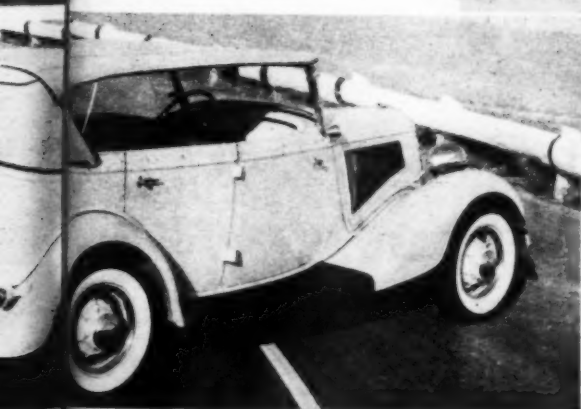
'55 Ford truck steering now replaces original. Engine is 1948 Ford 239" V8 with Offenhauser heads, Weiland dual intake manifold and headers. Builder J. L. White, of Monterey, California, felt classic lines should be kept stock and so does Pete. We agree.



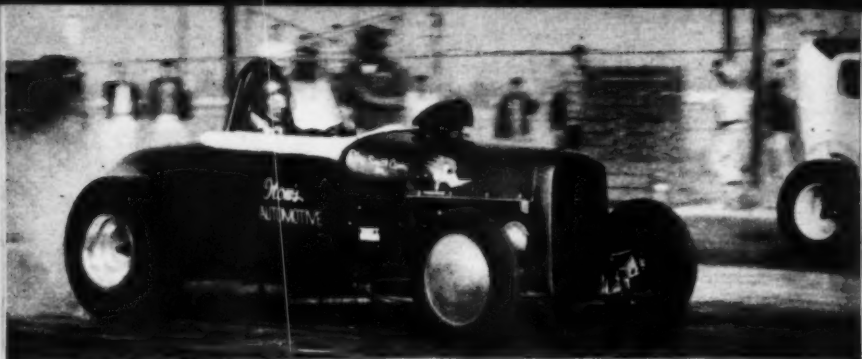
head



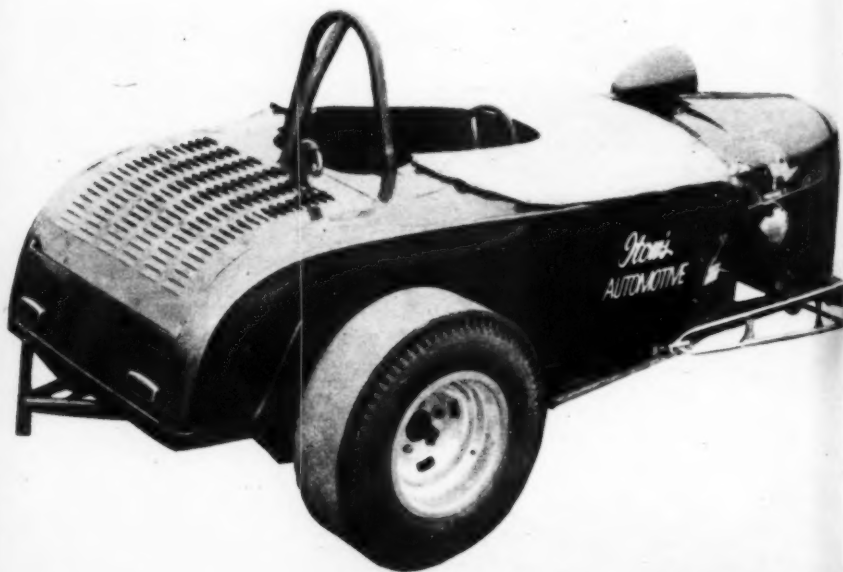
photos by Bud Lang



DECEMBER, 1960



"Here come the Herman Brothers" is an unhappy statement for most A class roadster crews to hear. The reason is that Larry and Harold Herman of Los Angeles, California, own the extremely fast Olds powered Model A roadster shown here. The heart of the car is a '49 Olds which has been bored to 3 $\frac{1}{16}$ " and stroked to 3 $\frac{1}{16}$ " for a total of 383 cubic inches. A Clay Smith camshaft is used with tubular push rods and collapsed lifters. Stock size valves are used with dual springs. Heads are late Olds with polished ports and combustion surfaces. Johns blower pistons have Grant rings and give 10 to 1 compression ratio. Scintilla mag ignites fuel. Chain driven 471 G.M.C. supercharger sits on Weiland manifold and breathes through Hilborn injectors. Ford 11 inch pressure plate bolts to 35 lb. home-made flywheel with Velvetouch disc in between. Torque from engine passes through '41 Cadillac transmission to 4.44 gears in Ford rear end. M & H Racemaster slicks ride on Halibrand mag rear wheels.



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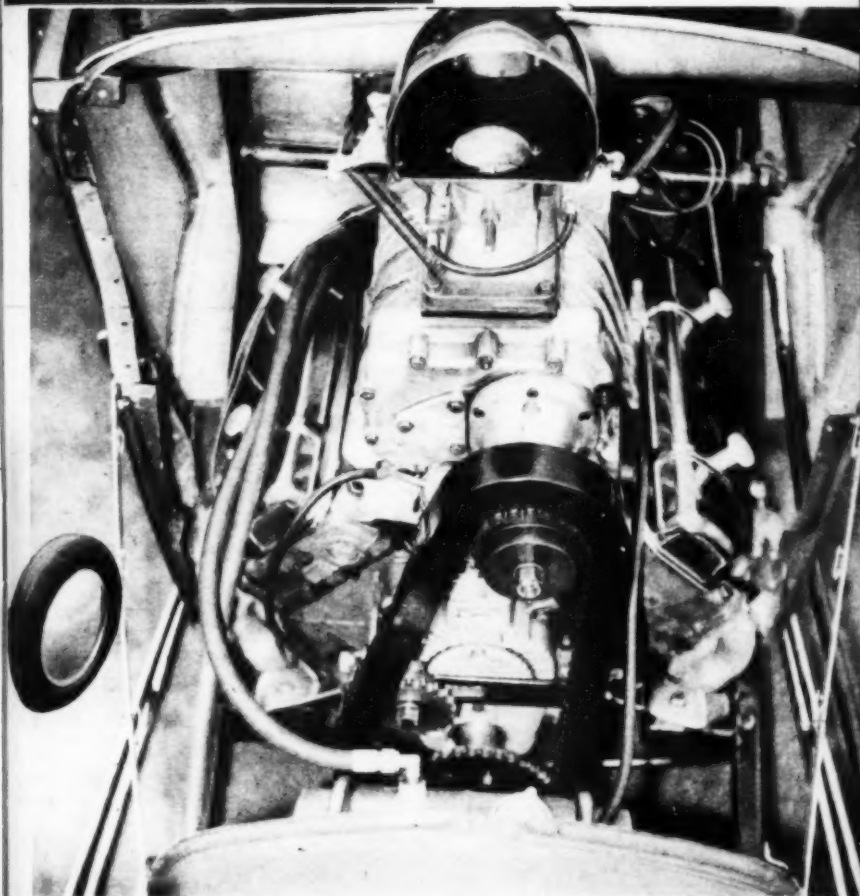
STOM



TIGHT TWISTIN' TWENTY-NINE

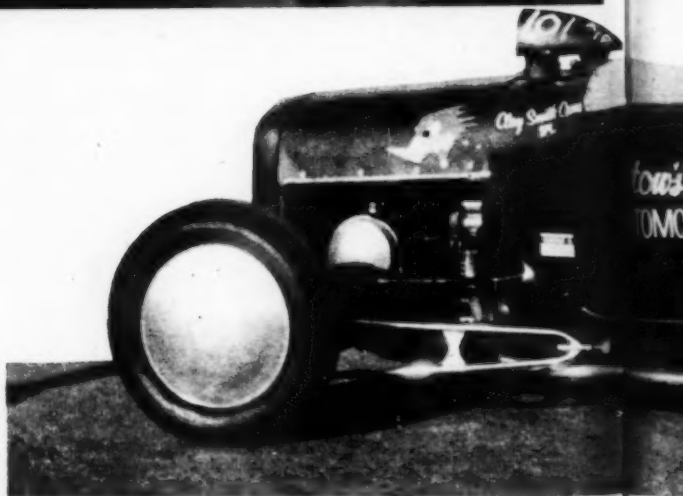
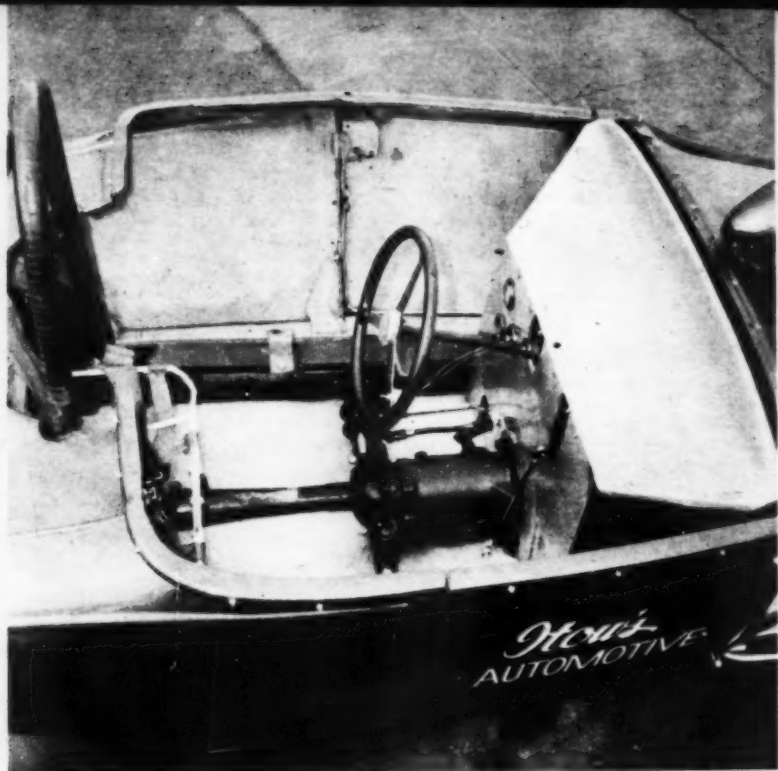
*pressurized olds
rolls a roadster*

photos by Dave Scott



DECEMBER, 1960

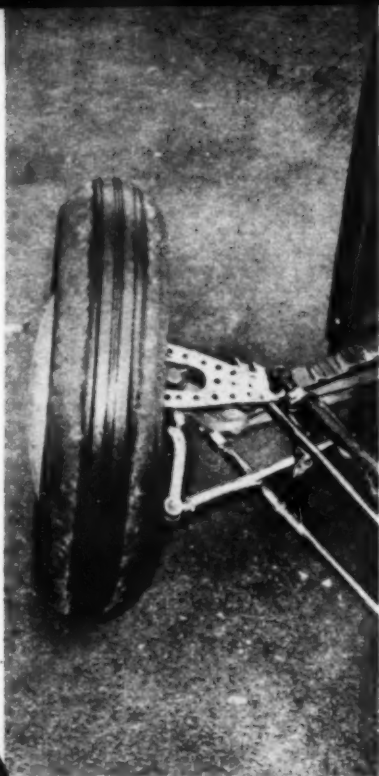
29



TIGHT, TWISTIN' TWENTY-NINE

continued

'29 Ford body has been channeled 6" and moved back 8" on '29 frame. Driver sits just ahead of rear axle, under tall roll bar. Deck filled with louvers is aluminum, as well as hood. '32 shell provides nose. Rear axle is mounted directly to frame; front end has 4" dropped axle, split tubular radius rods, special steering arm. Front shocks are friction type. '34 Ford steering has been converted to center position, has championship wheel with kill button right on spoke. Blue lacquer paint and white tonneau have been matched with blue and white Naugahyde seat. Car was built at How's Automotive in Los Angeles in 6 months and for about \$4000. Records have been set in A/Roadster class at a number of strips, including a National record elapsed time of 10.52 sec. Top speed to date is 141.28 m.p.h. in the quarter mile. It's a TALL dog.



A fancier of convertibles, Buzz McLeod, from Seattle, Wash., decided he wanted one which would go and still be a show machine besides. He hit his combination in this '54 Ford convert with an Olds V8. Installing the Olds was a problem, as motor mounts had to be made, oil pan modified, and exhaust headers fabricated. A LaSalle trans was used with Corvette linkage. On the body, Buzz frenched the head and taillights, filled the hood and deck. Olds lenses fit taillights. '55 Pontiac rear bumper takes care of license plate. Stock parking lights were mated to '54 Chevy grille. Fender "scoops", door handles were removed; radio antenna, spot lights were added. Painted Lime Fire Green, car has gold and bronze scallops. For that ultra-sanitary look, interior was done in white Naugahyde with plenty of pleats. Rear top bows were chopped, tonneau and steering wheel cover were made to match interior.



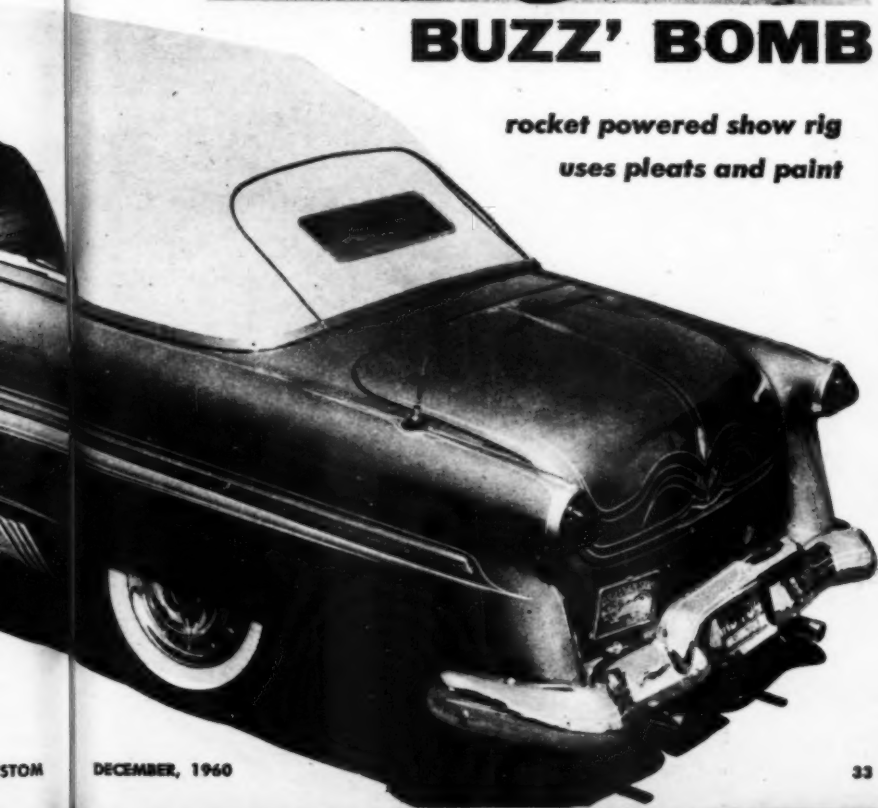
photos by Allan Carter

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BUZZ' BOMB

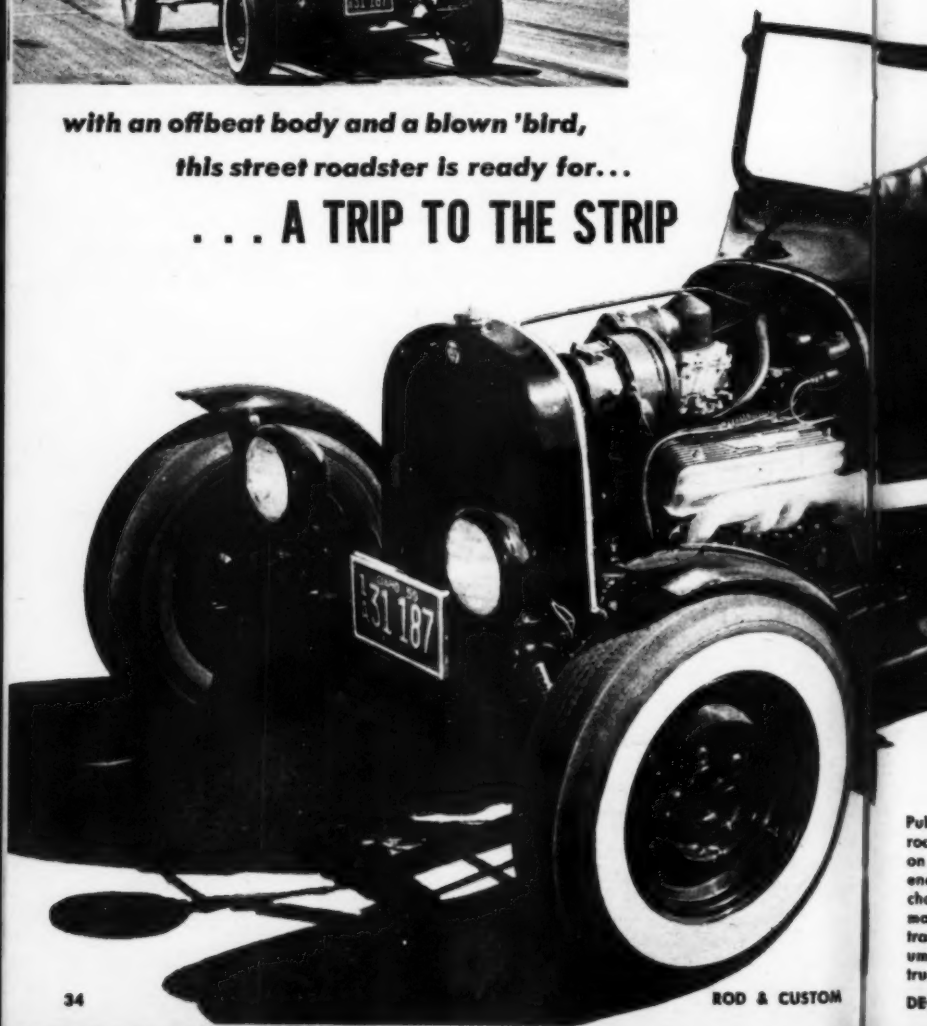
*rocket powered show rig
uses pleats and paint*

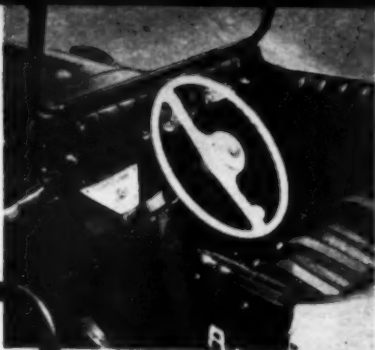




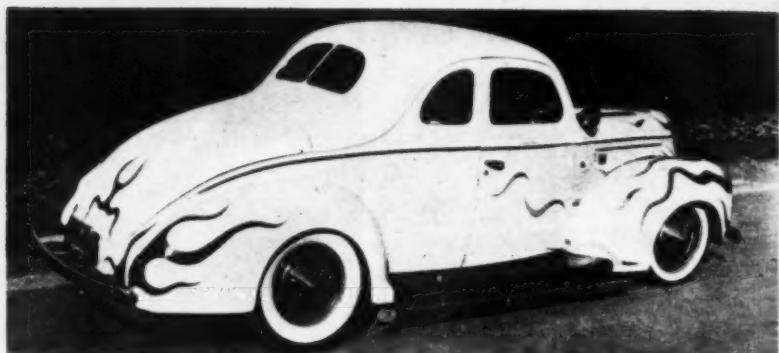
***with an offbeat body and a blown 'bird,
this street roadster is ready for...***

... A TRIP TO THE STRIP



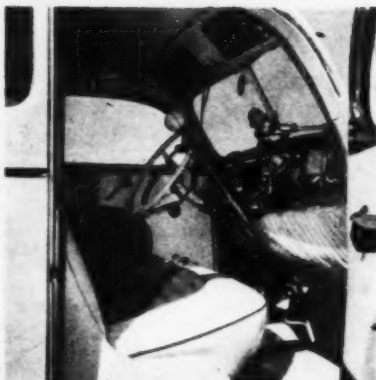
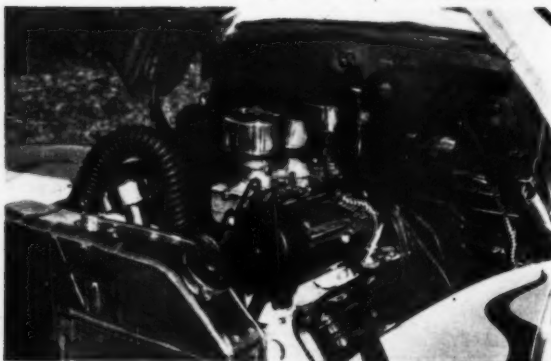


Pull the header caps and hub caps off, bolt the roll bar on, and Mark Nickles' '21 Dodge roadster pickup is ready for a day at the Boise, Ida. drags. Rarely seen body and shell sit on original frame with stock, full elliptic rear springs bolted to '55 Ford rear end. Front end is '32 Ford with hydraulic brakes. 256" FoMoCo mill gets a boost from McCulloch supercharger. Stock exhaust manifolds have been reversed side for side and short pipes added to make headers. Roto-Vance ignition, Rochester 4-barrel carb help get h.p. to '56 Thunderbird transmission. Mark upholstered cab in black Naugahyde pleats, including dash. Steering column support is used for switches and ignition. Home-made wood bed carries battery, Chevy truck taillights, license. Dodge fuel tank is used. Car has turned over 100 mph at the drags.



'39 COUPES

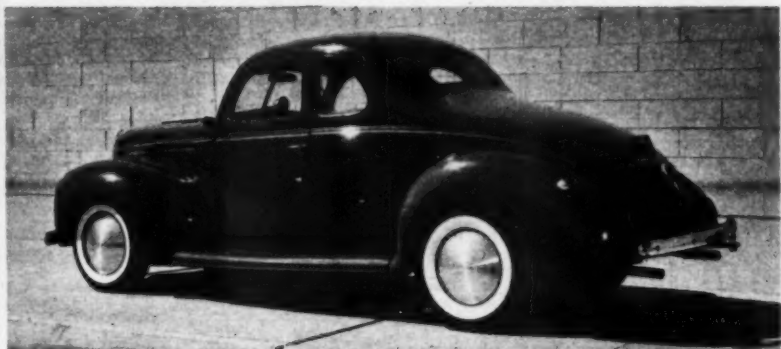
if you like this popular model, place an



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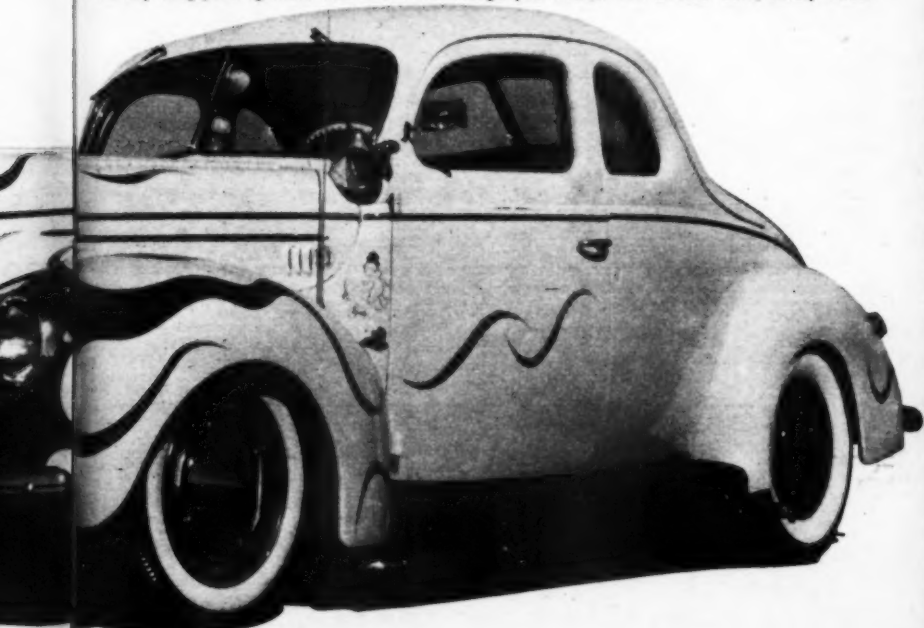
photos by Ralph Ehorn and
Dave Cunningham

S -ON TWO

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order for a pair

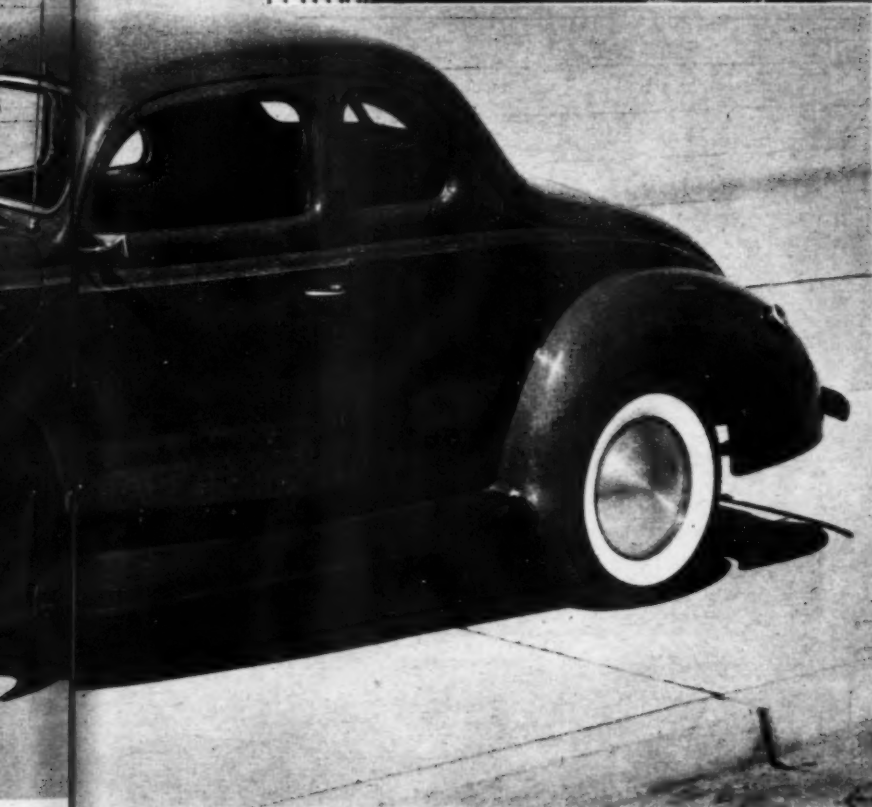
The recent rise of interest in 1939-40 Dearborns has caused many a discussion of "which is which?" To keep our readers the world's best informed, R & C presents a pair of 1939 coupes — wild and mild... Black, blue and orange flames on white paint of Joe Musgrave's coupe turn many heads in San Francisco, Calif. Other modifications to exterior are louvered hood, spot lights, dropped axle, filled deck and laces pipes. Engine is stock '53 Olds with 3 carburetors, Mallory Magspark ignition. Red and white Naugahyde interior has chrome dash, safety wheel.



The citizens of Salinas, Calif., are used to seeing Jack McQuown's red '39 often, as the car is driven each day to work. Only non-stock items on body are '40 headlights, hood louvers. Moon wheel discs, 6.40 and 8.20 x 15 whitewalls set off red paint nicely. Weiland adaptor mates the 232" Studebaker V8 to '39 box. Brakes are '48 Lincoln. Gray and white Naugahyde and frieze interior is in good taste. Tachometer sits on top of '40 dash; steering wheel is from a '56 Ford. Straight grille, teardrop taillights, trim, top-mounted windshield wipers help tell "which is which."



car is
Moon
ates the
Frieze
& Ford.
which."



THE MAGNIFI-SCENT CUSTOM OF KUTTUP McGOODY

By Carl Kohler

(author of: "That Iron Was So Dagoed We had To
Install Bannisters To Reach The Back Seat.")



The whole thing started in the back booth of the *Brody Inn*. I should've smelled trouble coming the minute Chopper Hopper, self-proclaimed genius, spotted me and came over to my table. However, I was so worried about my problem, I wasn't being my usual, alert, suspicious-minded self. That was my *first* mistake.

"Hey! Can this gloomy-looking chap be *the* Kuttup McGoody? Can it really be—"

"Please, Chopper," I said plaintively. "Get off my back. I got worries. Big ones."

"—the fantabulous Kuttup McGoody, noted secretary-treasurer of that famous car club, the *Inglewood Iron Imps*?"

"Ahhhh, knock it off," I implored. "I'm in no mood for the clowning bit."

"Like what's the threat?" Chopper instantly shifted into a completely sympathetic role.

"Well, this month there are two, separate events taking place. There's the timing-trials at Pismo Beach and the Custom Show here in town. Our club decided the only way we *Imps* can get trophies from both events is to split up the responsibilities. Being a club officer, I was handed the Custom Show. The others—all forty of them—are attending the timing gig in Pismo Beach!" I sighed bitterly.

"So what's the grief, chief? You cats got a show-car. I've seen it. All you have to do is enter it, stand around and make sure nobody pours greasy popcorn on it and, when the judges get to it—"

"Not that easy," I moaned. "We had to sell the show-iron to finance the Pismo Beach trip. All I have is one-hundred dollars with which to buy a stocker and orders from the members to turn it into a customized winner by the time the Custom Show judging starts."

A speculative look crept into Chopper's sly, little close-set eyes.

"How long until the Show, man?"

"Ten days," I whimpered, my face in my hands. "Ten days until disaster strikes! If I don't provide a winner — and I don't see how I can — I'm automatically an ex-member!"

"There's other clubs," Chopper suggested.

"Yeh," I croaked, raising a tear-stained face, "but my doll's father sponsors the *Imps*!"

"Horriblesville!" agreed Chopper. Then, the cunning expression moved in on his face again. "Like what's the budget you got for this little problem?"

"One-hundred bucks."

"Dad, you're a lucky cat! Yessir! You can hand over the bread — all one-hundred slices of it — and start sleeping nights again. Your worries are over!" Chopper began expertly frisking my jacket for my wallet. "You just leave everything — including the necessary gold, of course — to old buddy-buddy, Chopper Hopper, World's Top-notch Customizer! I'll make that stocker a winner's winner! It'll be in its display area and ready for them judges to put every trophy in the house at its wheels! Man, where're you *hiding* that wallet?"

Dazed, I handed him the money.

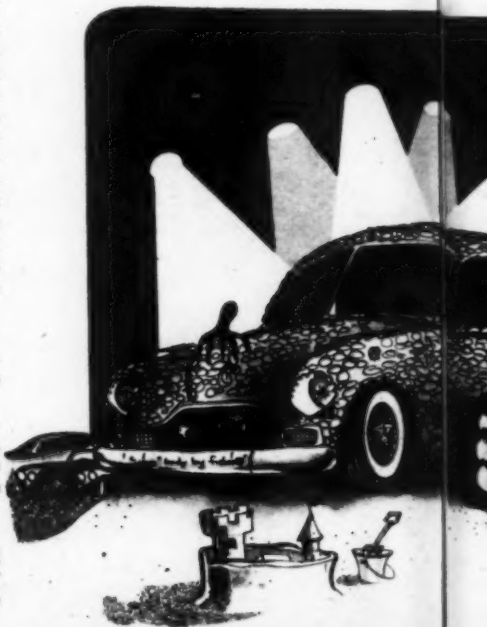
"You promise?" I bleated hopefully. "You really *guarantee* it? You aren't just conning me for the money?"

Chopper eyed me reproachfully — as he took the wad of bread. "Like, dad, have I ever — to your actual-type knowledge — ever been known to be caught conning anybody?"

I shook my head.

"See you in ten days, man!" shouted Chopper, leaving the Inn, happily waving goodbye with the money. "Be prepared to gasp at my results!"

THE MAGNIFI-SCENT CUSTOM OF



ROD & CUSTOM

NT
OF

KUTTUP McGOODY

continued



USTOM

DECEMBER, 1960

That was my *second* mistake.

For eight-days I sat around, torn up with anxiety and all. On the ninth-day, Chopper phoned and told me to meet him at the auditorium where the Show was being held. When I got there, Chopper led me straight over to a display area containing the wildest-looking chunk of iron I've ever seen!

"Thre you are, man! Ain't that the absolute end! Over two-thousand sea-shells neatly fitted over every square inch of that old clunker until it's been transformed into a winner!"

I gaped at the shell-studded iron. The shells gleamed brightly, their natural tones and markings brought out by the coats of clear lacquer Chopper had slathered over them. I glanced up at the bank of brilliant headlights he'd installed above the car. Their combined beams splashed over the shell-studded finish, making each shell sparkle and glitter with a beauty of its own. It was, doubtlessly, a winner.

"Y-You did it!" I babbled.

"Natch," purred Chopper. "And I'll have you know I, personally, selected each one of them shells, myself! It took five days of solid skin diving, but I gathered them beggars with tender care and only the skill that a true artiste can give to his work! How do you like the little sign I threw in like free?"

My eyes rotated to the somewhat crudely re-lettered sign pilfered from a nearby service station which was gaudy red and orange. It said:

"CARS LOVE SHELLS!"

"Very nice," I murmured.

"Don't mention it, man," said Chopper smirking proudly. "A genius couldn't do less and still be worth the title!"

The next day, I was buffeted and almost crushed to a pulp by the hordes of admiring visitors who milled around the Shell Special, making numerous, impressed sounds and feasting their disbelieving eyes on the fancy iron. I made the mistake of relaxing and enjoying all the attention the car was getting.

Upon arriving at my display area the next day, I was met by an enraged Show Official.

"You do something about that entry or get it out of here!" he fumed.

"W-What's the matter?"

"Breathe deep once and see!"

I inhaled deeply. Then, I did a double-take at the Shell Special. There was no doubt about it: that iron was beginning to smell like a stagnant salt marsh. "Whooooewwwww!" I gasped, exhaling quickly.

"Do something or out it goes!" said the Official, striding off and holding a handkerchief over his nose.

I phoned Chopper.

"Listen, when you were putting all those shells on the car," I asked, "did you *clean* the marine animals out of them before you glued each one on?"

Chopper chuckled.

"Like what do you know! I musta goofed, dad! I completely forgot about them slimey little buggers inside them shells! Ain't that a blast!"

"It's more like a gasser," I said without amusement. "Those lights you installed have created enough heat to speed-up the deterioration of the things inside those shells—and you better get down here, fast, and help me figure out a solution!"

"Like you got nothin' to worry about, dad!" Chopper assured me. "Nothin' at all!"

"I've heard that before," I said coldly. "You split for the Show immediately. I'm in an awful situation."

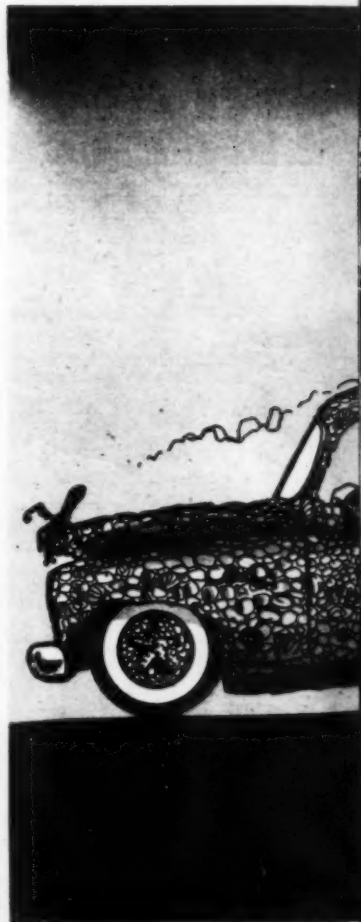
Twenty minutes later, we both stood in front of the Shell Special—each of us holding a handkerchief over our faces. By now, the odor had increased in strength. Children were fainting and strong men had to be helped outside for air. The entire crowds of visitors huddled on the far side of the auditorium—behind a line of glaring show officials. It was a bad, bad situation.

"You suppose we might solve this little problem—and make a fast buck at the same time—if we setup a gas-mask concession?"

"Stop fooling around, Chopper," I hissed between coughing spasms, "and

THE MAGNIFI-SCENT CUSTOM OF KUTTUP McGOODY

continued



come up with a solution! Those judges may decide to attack at any minute!"

Chopper started to sigh deeply, but he went into a racking, hacking spasm of coughing and gagging. It was getting worse with every passing moment.

"If we could turn them lights off—just for a little while, maybe the—" Chopper suggested.

"No... can... do," I rasped. "Whoever heard of a display car being dis-

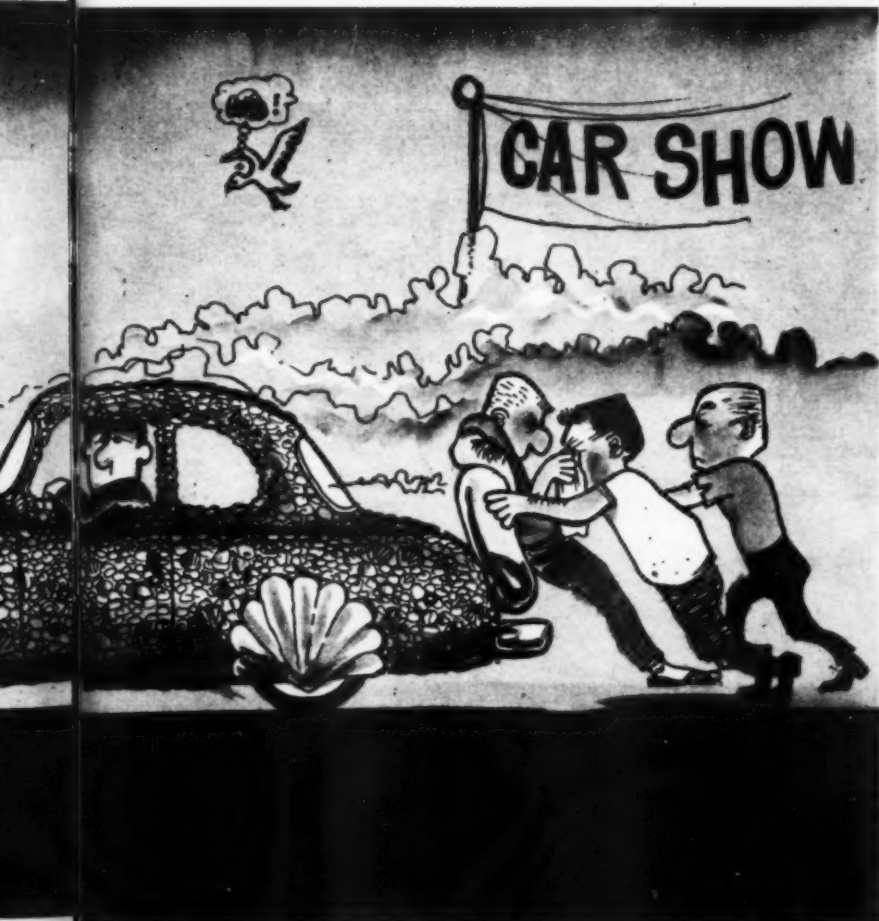
played in the dark, and the judging is due to begin tonight. No, you gotta do better than that."

"Wait a minute, dad! I think I've got it!"

He briefed me as we went to get the necessary materials. It was a nutty scheme, but I was desperate and anything workable would've sounded like worth giving a whirl. Thirty minutes later, we finished putting up the

continued on p. 83

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tinue





photos by
Snap-On Tool Co.
and Lynn

TAKE CARE OF YOUR TOOLS





Whether your tools fit into the box at the left top or demand an extensive storeplace like that at the immediate left, problems of carbuilding become less manifold if you have a good, portable toolbox to protect your equipment and provide a ready index rather than allow the above situation of "Where's that socket..."

Even the best toolchests can be improved to better protect expensive wrenches. Lining the drawers with felt or cork has been a practice of master mechanics who pride themselves on neatness. This also keeps the fine painted finish of the box in top shape. Measure a drawer width and find a particular partition's...





TAKE CARE OF YOUR TOOLS

... size, then transfer to measurements to $\frac{1}{16}$ " sheet cork (shown) or felt. Be accurate so liner will fit without slop or buckling. Cork is more expensive, but resists grease stains better.

Using a sharp Xacto knife or single edge razor blade, cut along straight edge. Carpenter's square is ideal to keep liner true to fit of drawers. Use rubber or wood to back up cut.





Slide liner into drawer to check fit. Trim as necessary to get buckles out. Other partitions in drawer are as yet unlined, although tools were placed in them for tentative order.

Place all tools of each category together, as in this case the screwdrivers. Here, standard blades are on left, Phillips tips on right, sizes arranged for quick finding when needed.



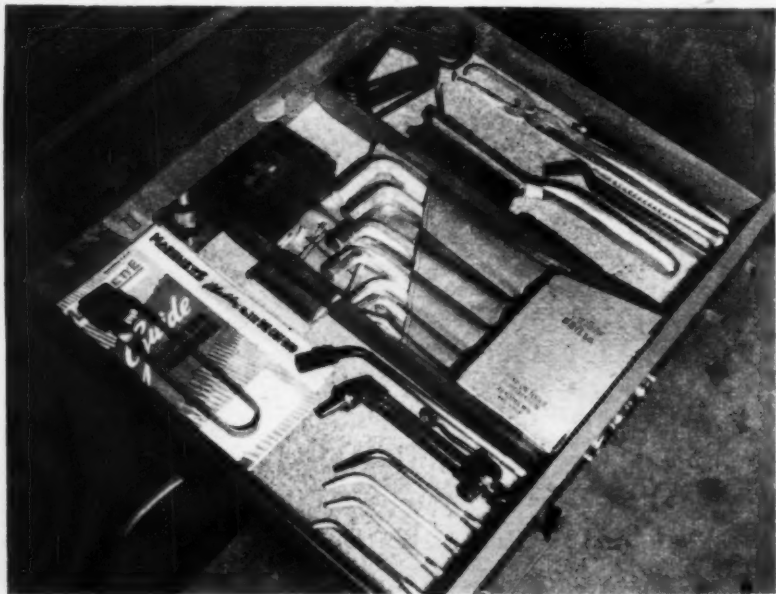


Other partitions in drawer are lined in similar manner and tools replaced as before. Liners are helpful in keeping tools from rolling freely about, thus arrangement stays neatly in place.



Small shallow drawer sections have divider strips in Snap-On KR-59 chest. Slots allow shifting for many arrangements, including angled spacing for placement of sockets, wrench sets.

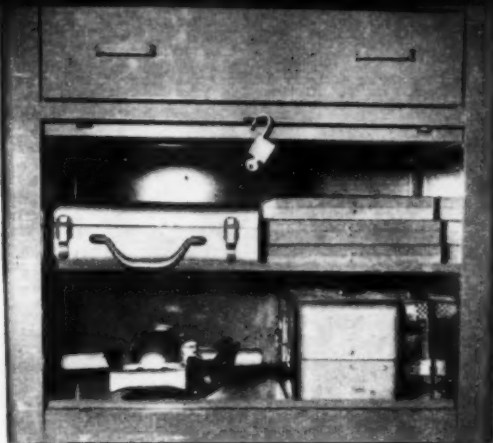
Roll-away cabinets for those who have a large number of tools provide even more space plus portability of tools and chest. Line drawers here as well, with heavier equipment such as welding apparatus, brake tools and drill bit index, husky internal sockets, etc.



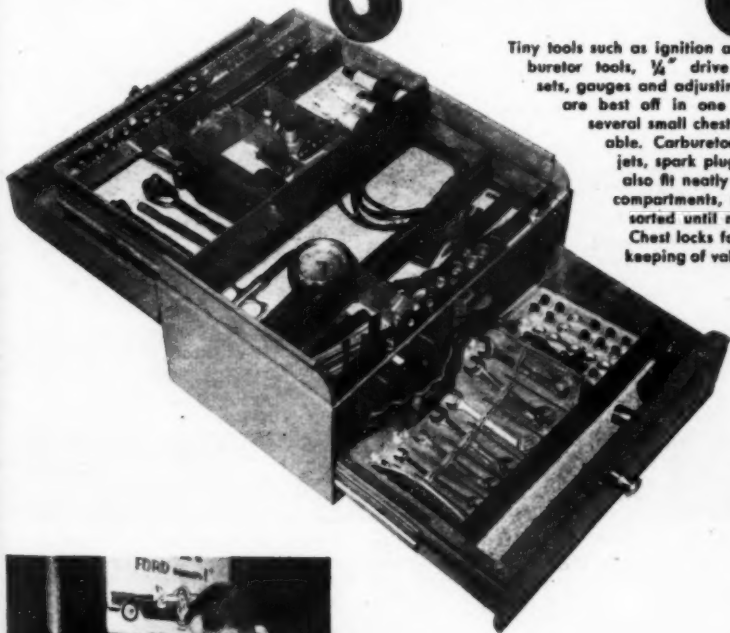
TAKE CARE OF YOUR TOOLS

continued

Bottom cupboard of roll-away has locking panel, shelf. Keep care of drill motors, tap and die sets, impact wrench by storing here, and/or use for often used parts storage. Caster feet on cab have lock feature.

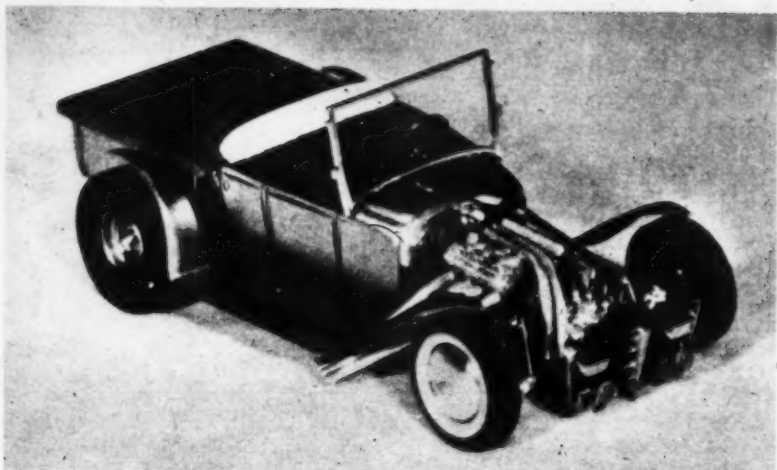


Tiny tools such as ignition and carburetor tools, $\frac{1}{8}$ " drive socket sets, gauges and adjusting tools are best off in one of the several small chests available. Carburetor parts, jets, spark plugs, etc., also fit neatly in tiny compartments, staying sorted until needed. Chest locks for safe-keeping of valuables.

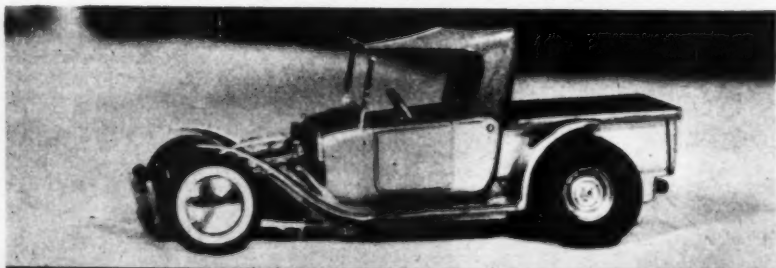


Now that those priceless tools inside are well cared for, don't neglect taking precautions to keep your toolbox neat. Polish and wax it like your rod or custom—you can be just as proud of it. Proper care will make it stay as nice.



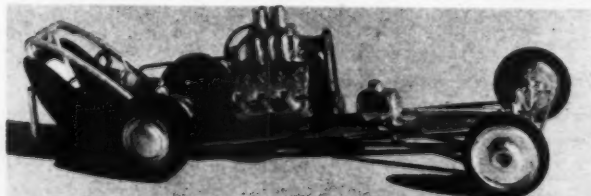


R & C takes pleasure in presenting just a few more miniatures of the many we have received. Photographs must be 8 x 10 and sharp quality to be reproduced... "Black Widow" Model T pickup has front-drive blower and T-Bird engine. Fenders are trimmed AMT '32 Ford items. Custom grille has quad lights. Builder Jerry Kloth made tube headers.



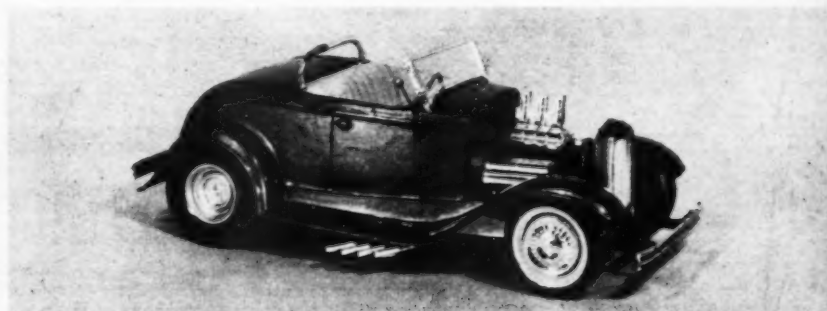
R & C in Miniature

Dan Vincent hand-made most of parts for the flathead-powered dragster. Blower, seat, body are balsa wood. Slicks were made by welding two tires into one. Car has wiring, tach, blower belt, fuel lines, brake, etc.





Draggin' '58 Corvette by Bill Huey received second place in local show. Engine is a blown Chrysler with three carbs. Slicks and laces plugs follow racing theme. Side trim, door handles, etc. have been removed from car. Color is Custom Green. Hood was cut to clear the carburetors.



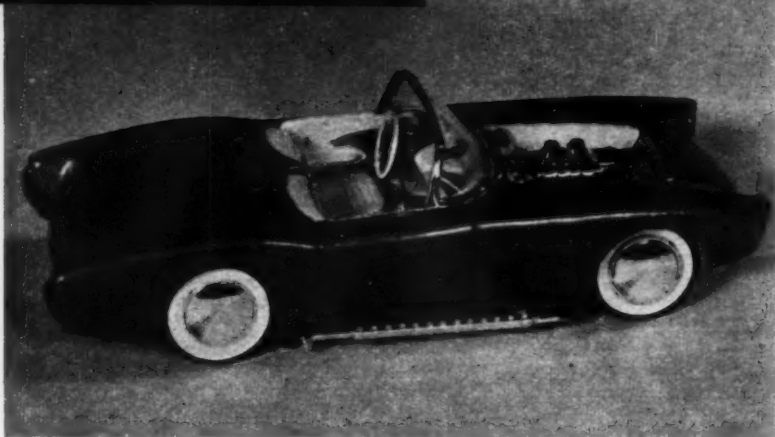
Also built for the strip, stock-bodied Deuce roadster has blown Chrysler with triple carbs and headers under the running boards. Headlights and hood have been left off. Roll bar, slicks, and long shift lever are designed for the racing scene. Lowering, blue paint were done by Bill Huey.



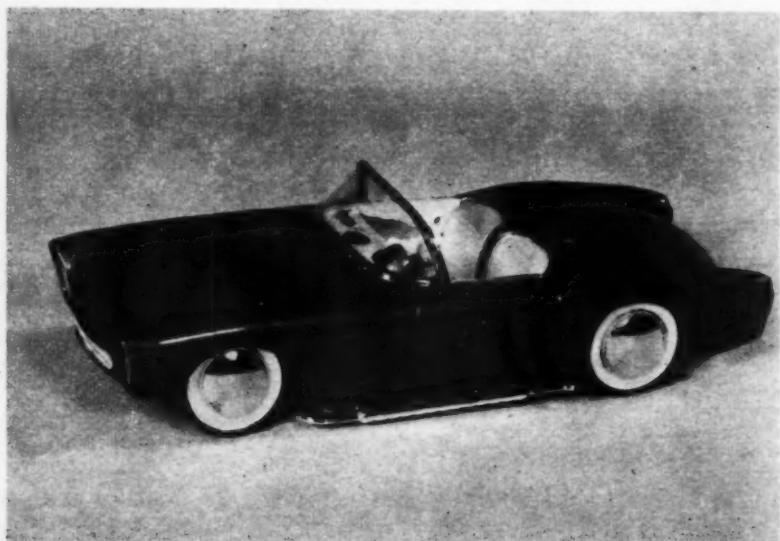
Changing from strip to street, Bill lowered '58 Imperial the limit. Rear fenders have reshaped fins with large air scoops being added. Door handles, other trim have been removed. Hubcaps and taillights in bumper are from '59 Pontiac. Paint is Imperial Burgundy, interior of car is white.

R & C in Miniature

continued

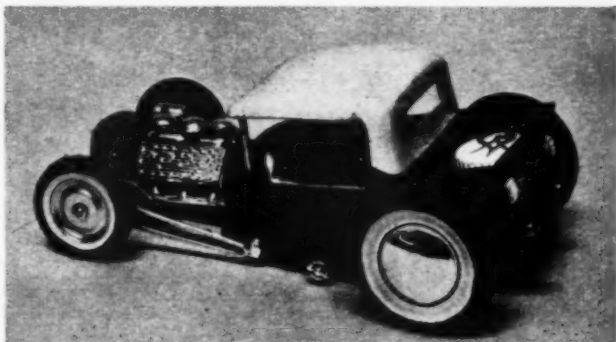


Hardly recognizable as a Corvette, this Ravel model was highly customized by Paul Bergetz. Changes include grille from '60 Mercury, headlights from Continental. Front and rear of the body have rolled pans. Rear fenders are extended with frenched lights. Engine is from a Buick with supercharger and injectors. Details are complete: engine has ignition wires, radiator hose, fuel lines, etc. 12 coats of primer and 4 coats of metallic bronze paint cover the car's body.





Long wheel based pickup started out as a '58 Chevrolet $\frac{1}{2}$ ton. Nose was extensively modified by placing headlights in special grille section with pin heads simulating a drawer-pull grille. Hood has scoop, fenders open in front. Rear quarters and top of '59 Thunderbird were mated to Chevy body by builder Bob Taylor. Tarp on bed raises up, revealing aluminum bed and details.



Deeply channelled '32 Ford roadster has been converted into pickup by Bob Kosak. Top is modified M.G. top. Bed has been made from aluminum and carries the battery and gas can. Body and shell are also sectioned.

FOR ANTENNA HOLE
IN FENDER SEE TEMPLATE

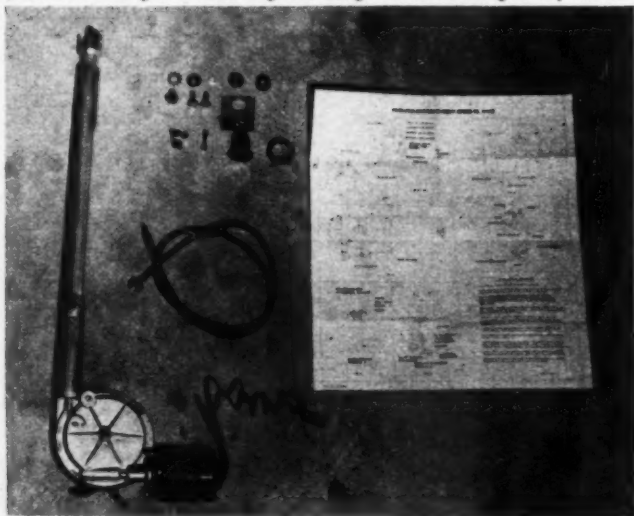
INSERT
ESCUTCHEON
SPACER
FENDER

EQUIPMENT
INSTALLATION

ELECTRIC ANTENNA INSTALLATION

photos/lynn

No longer is the unsightly antenna thrusting skyward in defiance of the customizer's yen for lack of clutter an insurmountable problem. Made for the Cadillac automobile, an electrically controlled radio antenna allows installations in the wildest places a customizer can concoct. Pictured below is the complete works of the Pioneer antenna (part no. 1474225) for the '60 Cad, which sells for \$31.75. Let's hang it in something. The design will allow fitting to any number of fender contours.





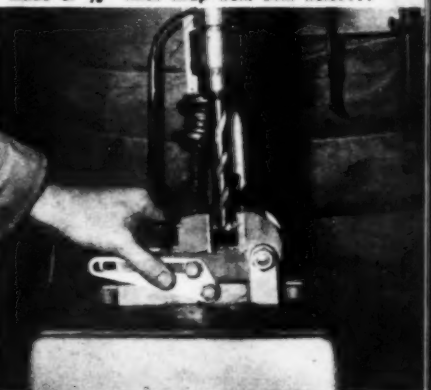
First thing to be determined is the spot with sufficient clear space vertically beneath it to accept the housing, motor. Centerpunch...

...location and cut into fender with $\frac{1}{8}$ " diameter holesaw. Installation shown here is in R&C 'bird, where lines tend to be clean.



Keying notch for aligning housing must be filed with small square or a three-cornered file. Edges of the hole are cleaned up, also.

Antenna housing assembly is put into place and spacer or rubber grommet, depending on fender contour, is fastened below escutcheon.

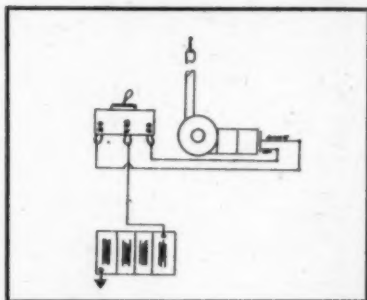


If supplied bracket is not adequate to hold bottom of assembly rigid, a new one may be made of $\frac{1}{8}$ " thick strap iron. Drill holes...

or lack
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ELECTRIC ANTENNA INSTALLATION

continued



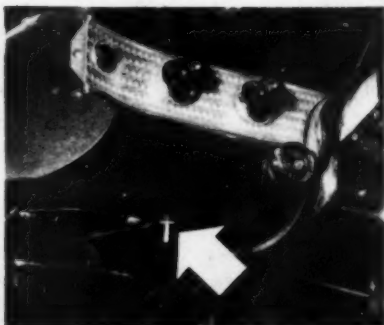
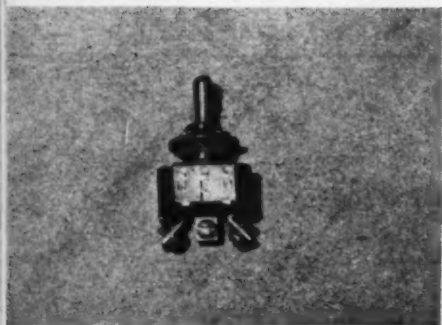
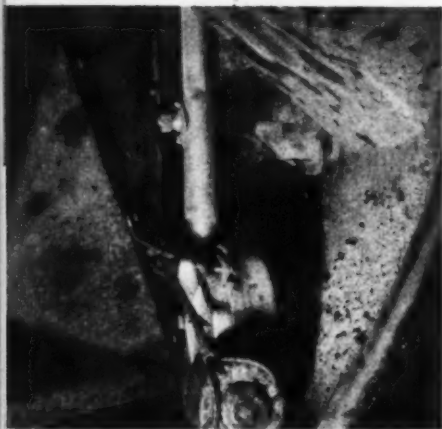
...for mounting screws and rubber grommet which cushions mount to gear casting. Bend strap to contour necessary, attach to frame.

Scene beneath fender of mounted unit shows tight fit between ducts. Lead wire to radio is put in through panel at left and grounded.

Single pole-double throw switch not included in kit can be purchased at radio supply stores for about 50¢. Throws are spring loaded...

...to center position, the hot pole, as seen in schematic drawing above. Ideal location for switch is near driver so antenna may be...

...raised and lowered easily while driving. Entire antenna installation takes as little as an hour and is easily done by most amateurs.



NERF BARS

The exact origin of the term *nerf* lies shrouded in the dimly lit past of racing history, but the lightweight, functional bars adorning racecars from midgets to Indy "big" cars fall collectively under the title of *nerfing bars*, *nerf bars*, or simply *nerfs*. The word appears in use as a verb when cars bump into, or *nerf*, each other on the track, the *nerf bars* preventing damage to the car, or in the case of side-mounted bars, diminishing the chance of one wheel climbing another. Many designs now appear on street rods, competition cars, and are even found on customs.

FRONT NERFS

from the barest beginning



The beginning of protection on rods stripped for street and lakes use saw a chromed bar replacing the stock unit between the frame horns and the original headlight bar reformed and lowered to mount directly to the frame.



Front frame bar mounts license, has smaller bar extended for protection. Bumper-high bar protects grille, is mounted on the frame rails.



Roadster with bobbed frame has single bar of heavy tubing which matches tube axle. Headlight brackets are welded to nerf extensions.

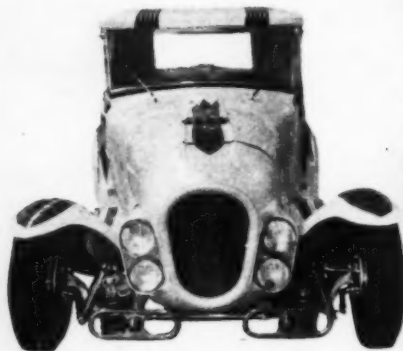
Straight triple bars of small diameter are unusual and eye-catching but still retain the simplicity necessary for good appearance.



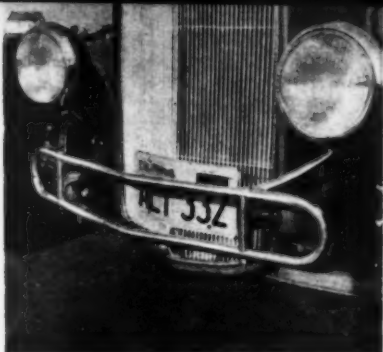
NERF BARS

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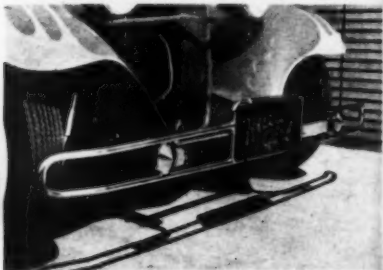
CLASSIC STYLE



Novel effect is created by twin oblong nerfs with bullets on mounting gussets. Low position of many nerfs defeats protective purpose.



Classic nerf design with rounded ends is trim looking on fenderless car. Bar is mounted to frame by slip-tubes. Note headlight brackets.

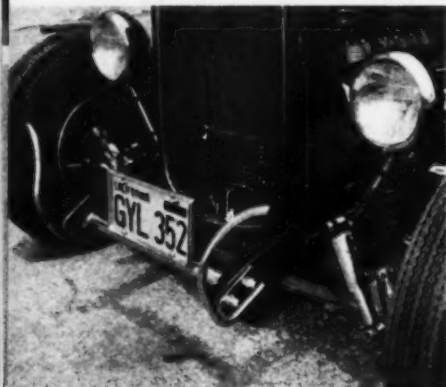


Full width bar is used on fendered roadster. Built-in plaque mount follows traditional design. Original '32 bumper brackets are used.

STEER HORNS

The ultimate in simplicity of design and ease of construction, "steer horns" often give more protection than other types because of height.

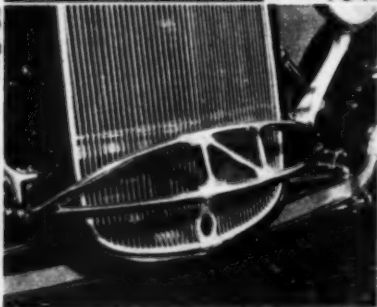
Steer horns on fendered '32 follow lines of fenders. Although simple to make, steer horns leave a little to be desired in beauty of line.



EVOLUTION FROM RACE CARS

Track roadster nerf bars have influenced design of many street machines. Car at right has clean nerf which mounts license plate.

Track-style bar is again used as place for the license. High position insures against damage to hard-to-come-by '32 grille and shell.

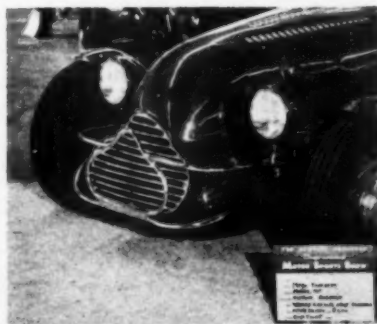
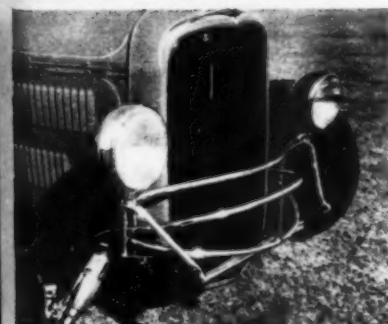
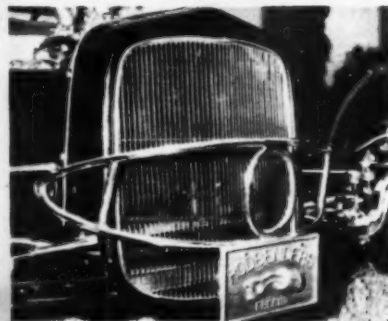


Another idea long used on track roadster bars is owner's initial built into nerf. Frame has been bobbed, nerf mounts below headlights.

Bar with initial and club plate covers more than half of shortened grille. Too large a bar will draw attention away from other details.

Lower left. Beauty of well designed and constructed track nerf is somewhat hidden by extra headlight brackets and front frame bar.

The last word in good looking track-type bars is this one which outlines grille in racing nose. Nerf is simple, uncluttered, adequate.



REAR NERFS . . . NERF BARS

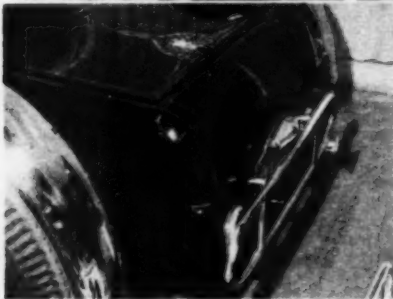
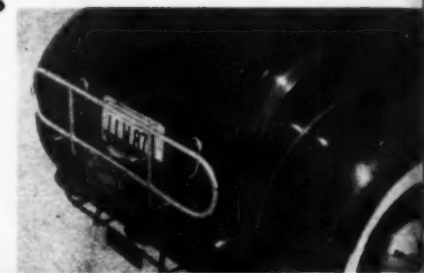
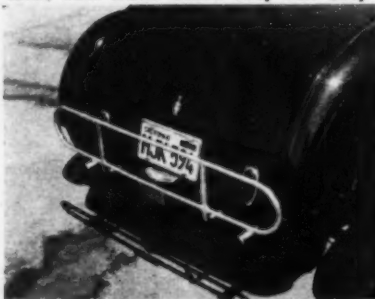
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THE CLASSICS theme with variations

Classic style bar looks good on front or rear, street or competition. Nerf on Model A roadster mounts under body, gives good protection.

Channeled '32 has nearly identical nerf, showing popularity of style. Variations are limitless for ingenious hot rodders and customizers.

Same style, but mounted through tail pan, this nerf is on rear of Model T roadster. For best cover, nerfs should extend away from body.



Pickup at left has classic bar to guard hand-made bed. Nerf-like trim on fenders is novel, protects paint. Bar extends well beyond body.

Channeled '32 has variation to classic style with lights mounted in ends of bar on plates rather than in body. License is also on bar.

Nerf bar on competition car has top section of bar modified for license. Result is trim looking but strength of bar has been reduced.



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Very sanitary coupe has nerf bar shaped to match taillights, plate frame. Extensions of upright bars curve outward, act as guards.

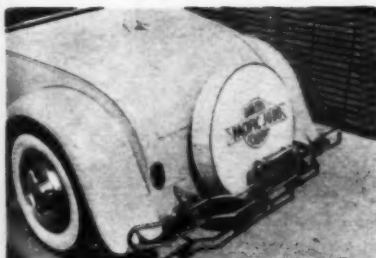


The Outlaw, upper right, uses classic style nerf with bullets on mounting gussets. Gussets leave circle in center, frame Chevy taillights.

Pickup (?) has excellent bar which provides for license and light. Nerf might have been mounted farther out to fully protect lenses.



FULL WIDTH PROTECTION

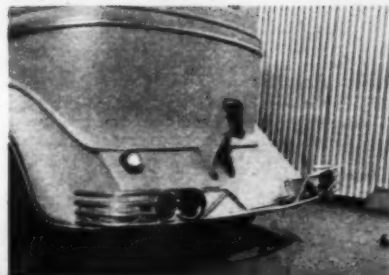


Fendered roadster with outside spare has well-made bar, gives full protection to tire, body and fenders. Ends of bar bend toward body.

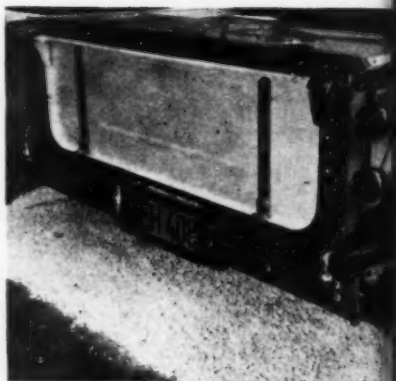


1932 Ford has beautiful and different treatment of nerf, using indented center for plate mount and triple bars. Original brackets used.

Spare tire on '34 Sedan is provided for by indented top rail of nerf. '58 Impala lights are mounted in bar, leaving body uncluttered.



DECEMBER, 1960



When does a nerfing bar become a bumper? Pickup has handmade "nermper" of flat stock with license frame complete with twin lights.

Another variation of classic bar is found on fendered '32 roadster. Center of top rail is dropped; bar is bolted to rear frame member.

RETURN TO SIMPLICITY



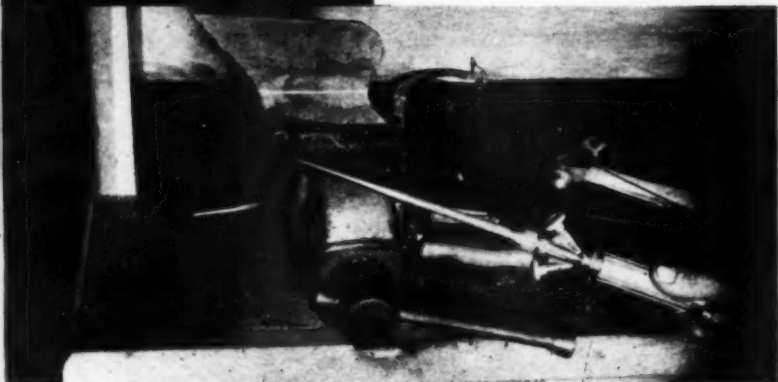
Simplicity is the theme for nerf bars on Model A roadster. Bars look good and are of sufficient height, leave center of body unguarded.

Concave "butterfly" nerfs bolt to rear frame horns of '32 Ford. Butterflies extend rearward for good protection. Rear frame bar is chrome.



HOW-TO

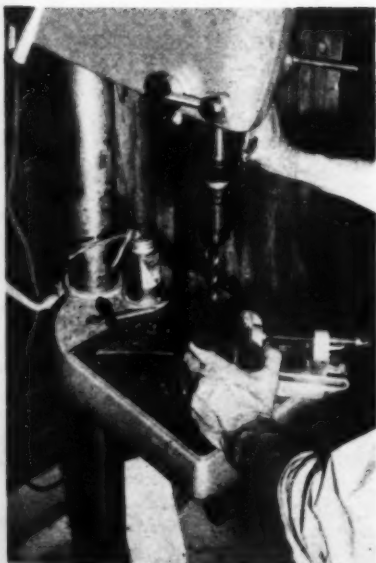
After cutting a cardboard template to the desired shape, transfer the pattern to $\frac{1}{8}$ " steel plate for the nerf bar frame mount.



Cut out the mount with a hacksaw or torch and grind or file to obtain smooth edges. Heat as shown, then bend in vise to 90° angle.

Drill mounting holes in frame, then put matching holes in plate. Use large bolts as strain could shear anything smaller than $\frac{3}{8}$ ".

Bolt temporarily in place. Most important is parallel alignment of turned edge to allow easy removal of finished, slip-fit nerf bar.



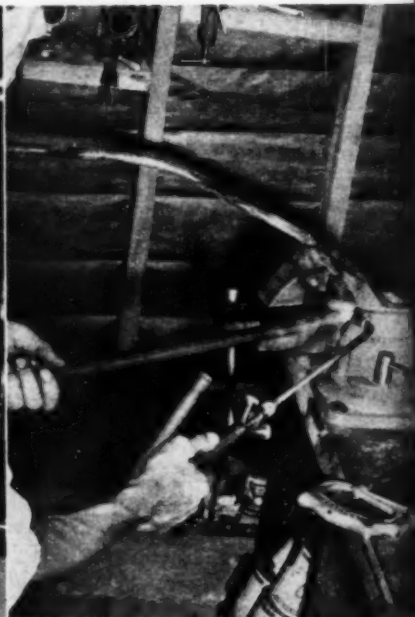
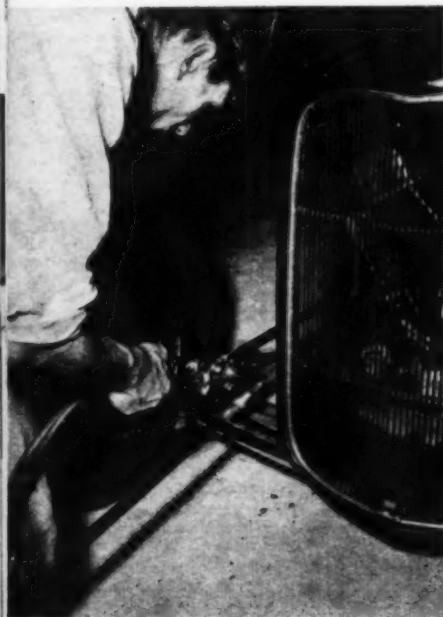
NERF BARS

continued

Steel tube approximately 6" long, of 1" dia. by .125" wall is welded to mounting plates after tacking in place on car. Weld both sides.

Length of $\frac{3}{4}$ " tube is slipped in mount tube flush with rear. Heat tube SLOWLY, bend to shape, working heated area along with bend.

Final shape must be gotten in vise since chassis will not permit last bend. Eyeball shape of bend, or better yet, use template.





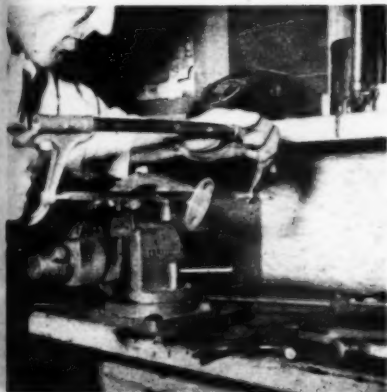
Check for right bend by chalking pattern on shop floor, turning bar both ways. Bar should lie flat and not rock. Cut long end, mount.

Model A or B headlight bar has appropriate taper shape and socket for light mounts to be made integral with nerf. Saw off mount pads.

Determine location for light mounts and heat light bar first as solid piece requires more heat before welding. Bend to align and trim.



continued
next month



1960 RECORDS FROM UTAH'S...

Bonneville National Speed Trials

CLASS & CAR	WINNING ENTRY	NEW RECORD	OLD RECORD & YEAR SET
COMPETITION CLASSES			
A Streamliner	The Challenger	.....	332.809 1959
B Streamliner	Golden Rod	.....	248.281 1957
C Streamliner	Golden Rod	.....	251.740 1959
D Streamliner	Sports Cars Illustrated	203.949	162.95 1950
E Streamliner		OPEN	OPEN
F Streamliner			136.90 1952
G Streamliner	Woe Eel II	135.182	105.5305 1959
H Streamliner	Bud Hare's Cycle Shop	144.4365	124.673 1959
I Streamliner	Bud Hare's Cycle Shop	120.00	OPEN
A Lakster	Quincy-Brisette-Summers	251.3095	229.666 1957
B Lakster	Ted Frye	240.6045	239.340 1959
C Lakster	Markley Brothers		219.45 1959
A Comp. Cps. & Sedan	Sanchez-Krause-Himatic-Locasta	270.9945	201.580 1958
B Comp. Cps. & Sedan	Duncan-Allen-Kamboer		213.839 1959
C Comp. Cps. & Sedan	Funk-Shiely-Competition Eng.		187.987 1956
B Coupe & Sedan			198.703 1959
C Coupe & Sedan	Stecker-Golden		175.696 1957
A Modified Roadster	Larsen & Cummins	212.585	206.9575 1959
B Modified Roadster	Automotive Eng.		225.078 1959
C Modified Roadster			214.959 1958
CX Modified Roadster	John Cramer		198.567 1957
B Roadster	Torco Motor Oil Spl.		209.349 1958
C Roadster	Mardon-Ohly	190.153	188.432 1959
CX Roadster	Quincy Auto-Perry Boys	182.515	174.7155 1959
GAS CLASSES			
A Roadster	Penington-Le Sage	.....	188.580 1959
B Roadster	Cogle-Alderson-Drem	.....	178.837 1959
C Roadster	John G. Long	169.813	150.676 1958
A Coupe & Sedan	Norm Thatcher	164.0875	OPEN
B Coupe & Sedan	Norm Thatcher	164.2455	OPEN
BX Coupe & Sedan	Miller & Short	157.902	OPEN
C Coupe & Sedan	Professional Auto Service	135.6775	OPEN
D Coupe & Sedan	Robert Batz	119.947	OPEN
B Modified Cps. & Sed.	Bennett & Rachlitz	167.559	164.352 1959
BX Modified Cps. & Sed.		OPEN	OPEN
C Modified Cps. & Sed.	Competition Automotive	156.148	OPEN
B Supercydl Cps. & Sed.	Paxton Products	165.918	141.928 1959
BX Supercydl Cps. & Sed.		OPEN	OPEN
C Supercydl Cps. & Sed.	Competition Automotive	173.4203	151.997 1958
D Supercydl Cps. & Sed.	Paxton Products	128.0815	OPEN
A Altered Coupe & Sedan	Simonsen Cut Rate Gas Spl.	185.473	OPEN
B Altered Coupe & Sedan	McGrath-Hannon-Shasta Bistris.	160.9605	OPEN
BX Altered Coupe & Sedan	Tom Beatty Auto. - Ed Gale	159.412	157.5525 1959
C Altered Coupe & Sedan	Mason Peters	.....	155.1385 1959
SPORTS CAR CLASSES			
C Touring Sports		OPEN	OPEN
D Touring Sports		OPEN	OPEN
E Touring Sports			93.560 1959
F Touring Sports	Dick Smith	77.1075	OPEN
B Grand Touring Sports	Brian Chueva	171.746	162.602 1958
C Grand Touring Sports	Harry Mann Chevrolet	156.954	153.3275 1959
D Grand Touring Sports	Woody Deeds		150.647 1957
E Grand Touring Sports	Bob Myers		110.552 1958
F Grand Touring Sports	Norman Jacobowitz		114.157 1958
A Sports Racing	Hel's Angels	200.6225	OPEN
B Sports Racing	Nelson White		178.068 1957
BX Sports Racing	Moonbeam	180.770	OPEN
C Sports Racing	T. B. Rutherford		191.136 1959
D Sports Racing	Gordon A. Worthington		143.7695 1959
E Sports Racing	Roger Brown	141.906	135.772 1957

1960 RECORD'S FROM DETROIT'S...

National Championship Drag Races

CLASS	ENTRY	SPEED	E. T.
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DRAGSTERS

B/D	The Villain, Vineland, N. J. — Buick		10.29
D/D	Gardella & Eichlin, Farmingdale, N. J. — GMC.....	122.44	11.31
X/D	Victor King, Temple City, Calif. — Ford.....	107.65	13.34

MODIFIED ROADSTER

A/MR	Tennessee Bo-Weevil, Memphis, Tenn. — Chry.....	153.84	9.97
B/MR	Van DeVenter Spl., Nat'l City, Calif. — Chevy.....		11.59
B/MR	Jake's Auto Spl., Westwego, La. — Chevy.....	126.40	

COMPETITION COUPE & SEDAN

A/C	Lickliter Bros., Staunton, Va. p Chry.....	153.84	
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ALTERED COUPE & SEDAN

A/A	Raitican-Jackson-Stearns, Los Angeles, Calif. — Olds.....		10.78
B/A	DCB Coupe, Grand Prairie, Texas — Chevy.....	126.76	
C/A	The High & Mighty, Oak Park, Mich. — Chry.....	111.52	12.75

ROADSTER

A/R	Otie's Auto, Akron, Ohio — Chry.....	151.51	
C/R	Raymond Sowers, Columbus, Ohio — Merc.....	111.24	

STREET ROADSTER

C/SR	Good Grief, Dayton, Ohio — GMC.....	97.08	14.49
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COUPE & SEDAN

A/G	Gulfcrest Spl., Paducah, Ky. — Chevy.....	120.00	12.01
B/G	Jack Shaw Spl., Parma Hghts., Ohio — Chevy.....		12.85
B/G	Olmstead Auto Serv., Olmstead Falls, Ohio — Chevy.....	109.63	
F/G	Tom Prosser, Springfield, Ohio — Ford.....	87.71	15.73

SUPERCHARGED COUPE & SEDAN

A/GS	George Montgomery, Dayton, Ohio — Cad.....	130.57	11.53
C/GS	Howard Cam Spl., Los Angeles, Calif. — Chevy.....	120.16	

AUTOMATIC TRANSMISSION

A/GA	Bee Line Spl., Stamford, Conn. — Olds.....	109.75	13.12
B/GA	Ole Hoss, Phoenix, Ariz. — Chevy.....	109.22	12.92

SPORTS CAR

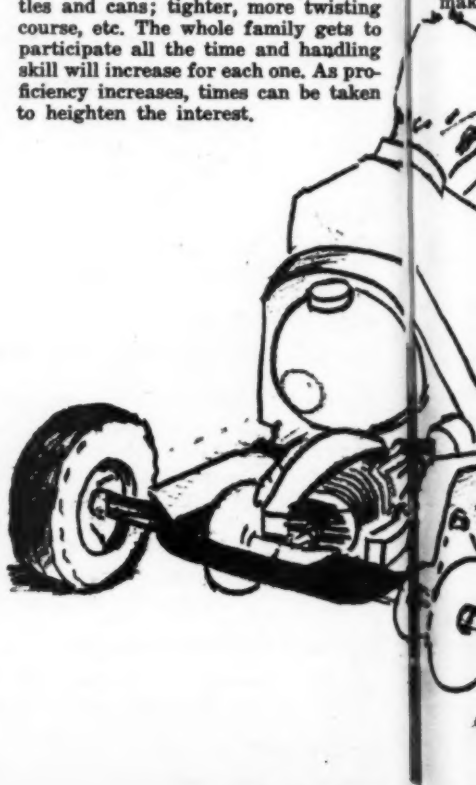
BM/SP	Power Unlimited Spl., Alliance, Ohio — Chevy.....		13.09
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KART ACTIVITIES CONTEST WINNER!

Since the announcement of our kart activities contest in our August issue, we have received many interesting letters and ideas. This always makes judging difficult, but our staff of judges has chosen the winner of the August contest after much deliberation. Congratulations to Mrs. R. L. Harper, Jr., of Brewster, Kan., who writes that she is in the process of building her own kart. We are sure that she will be able to use the Del-Lorto Kit for Karts from Steen's, Alhambra, Calif. Kit retails for \$27.45 and includes carburetor, manifold, throttle cable, air horn and all related fittings. Mrs. Harper's idea for family fun with safety is called "Karters-Skill". Here it is:

"Karters-Skill can be played in a small or large area. This is for a family who have, perhaps, only one kart and there is no age limit. A large ball and plastic ball bat are needed. Ten pop bottles and ten tin cans; twenty balls, (tennis or rubber) are also needed. A twisting or straight course with foul lines about two kart-widths apart should be laid out. The karter begins by rolling the ball with the bat down the course, allowing neither the ball nor the kart to cross the foul lines. When the bottles and cans are reached, the bat is used to knock the tennis balls off the cans and bottles without upsetting them. The cans may be placed at varying intervals and on turns. When the course has been completed, the karter returns to the start and repeats the course using the opposite hand for the bat. Score may be kept by subtracting

points for crossing the foul lines, and added when balls are knocked from bottles. Right and left hand scores are added for total. Many variations of the game are possible by having more bottles and cans; tighter, more twisting course, etc. The whole family gets to participate all the time and handling skill will increase for each one. As proficiency increases, times can be taken to heighten the interest.



Another very worthy entry which was judged for Honorable Mention was sent in by Mr. Bill Hannan, Burbank, Calif. Bill will receive a one-year extension of his subscription to R&C. His letter follows:

"Next time you get the urge to try something a little different with your karts, consider movies!

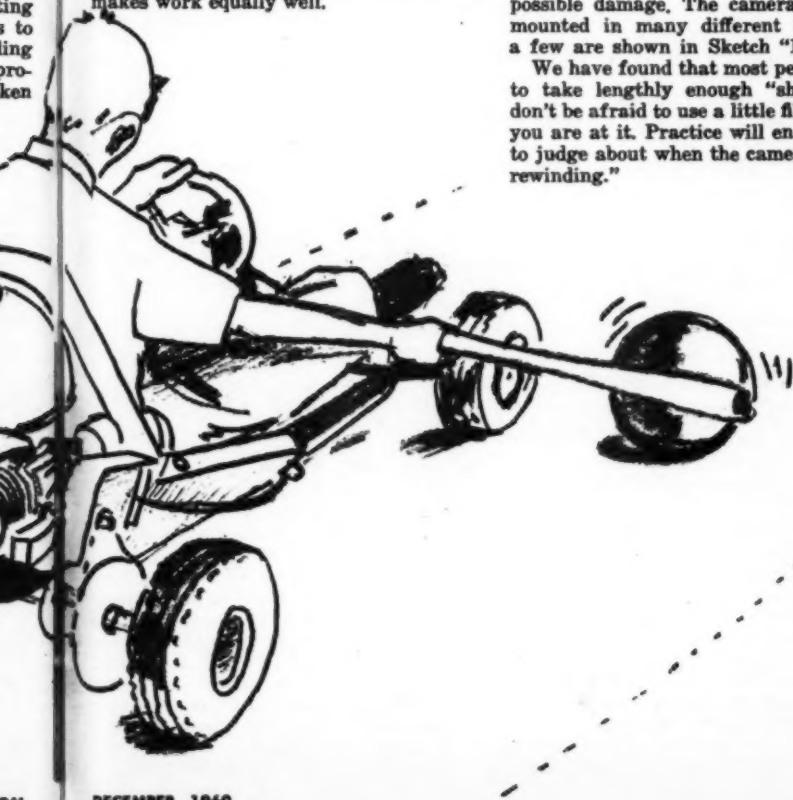
For a surprisingly small amount of loot, you can make highly entertaining films. Naturally, your results won't be quite like Cinerama, but on the other hand you can be the star!

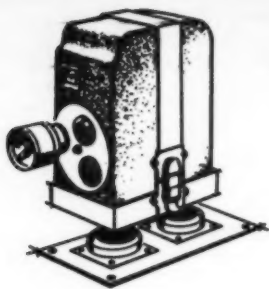
An electric 16 mm camera would be the ideal goodie to use, but since most of us are victims of tight budgets, let's settle for a common spring wound 8 mm type of camera. Our group used a Yashica 8 with success, but other makes work equally well.

First, a mount must be devised to hold the camera at the proper angle, and eliminate as much vibration as possible. Our mount was fabricated of aluminum. A pair of aircraft equipment shock mounts (25¢ each at the local surplus store) were used to help isolate the camera from the kart chassis. These mounts are available in various degrees of stiffness, but we found quite firm ones to be best. The camera cradle is designed to hold the camera securely, with the strap being quickly removable to permit easy film changes. (See Sketch "A")

An extra long cable release (about 8 ft.) can be taped to your steering column to permit remote operation of the camera. A clear filter should be installed to protect the lens from possible damage. The camera can be mounted in many different ways... a few are shown in Sketch "B".

We have found that most people fail to take lengthly enough "shots", so don't be afraid to use a little film while you are at it. Practice will enable you to judge about when the camera needs rewinding."





SKETCH "A"



SKETCH "B"

KART ACTIVITIES CONTEST

Don't forget that there is still plenty of room to win some of the valuable goodies offered by R&C *each month*. There is no limit to how many times or ideas you can enter. Photographs of your ideas actually being put to use and that are suitable for printing in the magazine are good for an extra bonus. Originality and adaptability to family use rather than racing are important points to consider when presenting an activity.

Please limit entries to 1000 words or less. Mail to: Rod & Custom Mag-

azine, 5959 Hollywood Blvd., Los Angeles 28, Calif. All entries postmarked in December will be eligible for the December contest.

Speaking of goodies, the winner of the December contest will receive a pair of 5 inch Live Drive wheels and a pair of 4 inch Timken tapered bearing wheels from Azusa Engineering, Inc., 16200 Arrow Highway, Azusa, Calif. The Live Drive wheels are made of polished die-cast aluminum with steel inner rims for strength and are specifically designed for live axled karts. The Live Drive wheels sell for \$11.00 a pair, and the Timken bearing wheels sell for \$15.00 a pair. Need we say more? Someone is going to get the prizes — it might as well be **YOU**.

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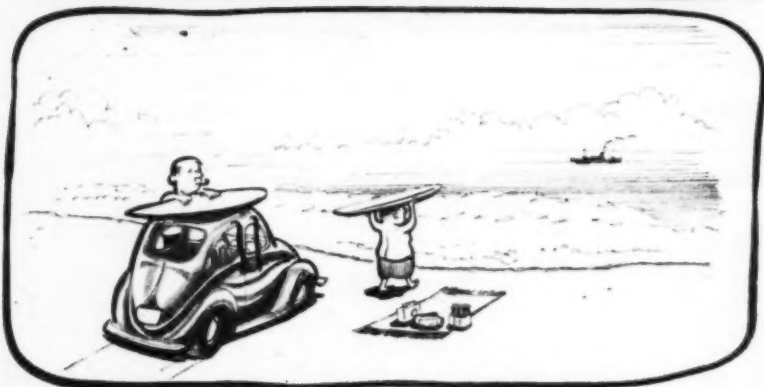
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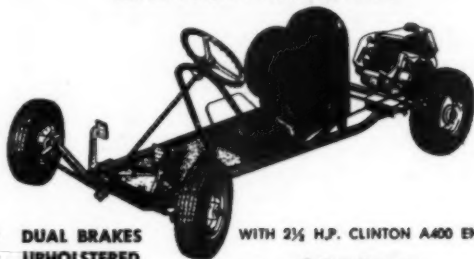
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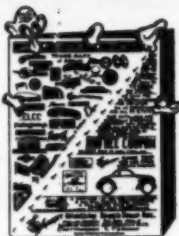
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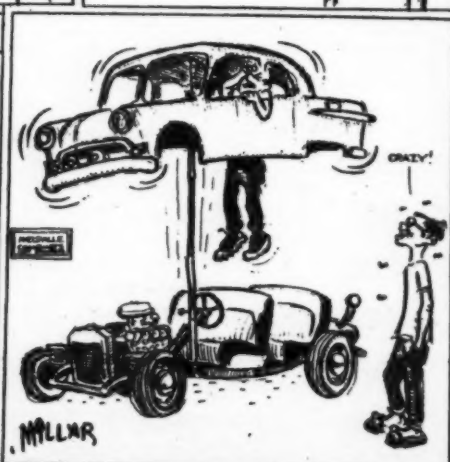
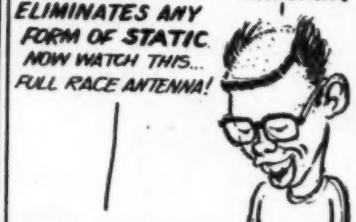


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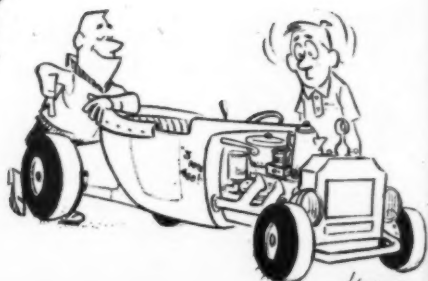
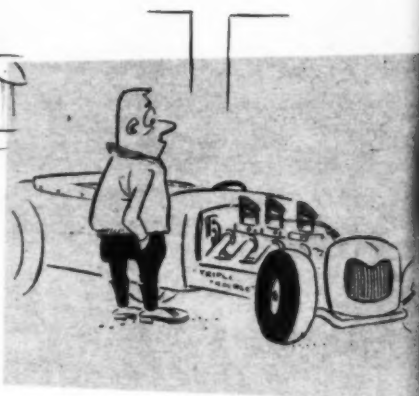
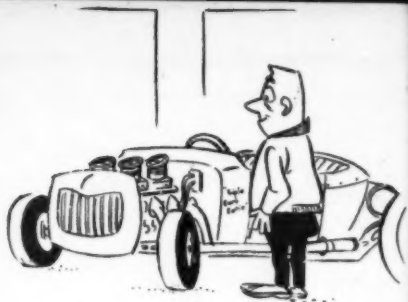


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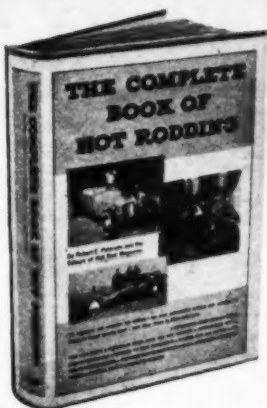
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KUTTUP McGOODY

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roughly constructed stand where we planned to hawk hot, sardine pizzas—figuring the odor of steaming sardine-pizzas just might hide the offensive perfume emanating from the Shell Special.

"While I run out and get a stove and the sardines, you better run the Special's motor a little," advised Chopper. "Maybe some good old monoxide fumes will hold the fort until I get them raunchy fish-pizzas going!"

I was in the car and dizzily trying to start its motor when the entire staff of the Show pushed the Shell Special—and me sitting weakly in it—out of the auditorium and into the street outside.

Life instantly became even more of a hideous nightmare from that moment on. As long as I kept the iron in motion, I got enough fresh air to stay clear-headed, but the moment I tried to park with the intention of getting those shells off the car, either the fumes begin getting to me—or a cop was ordering me to get the stinker out of the area.

If I run out of gas, I've had it, I thought frantically as I steered through traffic which, when they got a whiff of what was coming their way, opened up like magic to let us through. Mentally cursing Chopper Hopper, I turned the Shell Special toward the beach and prayed that the gas would hold out.

Forty-five minutes later, I reached the beach, just as the mill was starting to sputter ominously. Carefully tooling the car through the gathering dusk, I eased it down a long, com-

continued on p. 85

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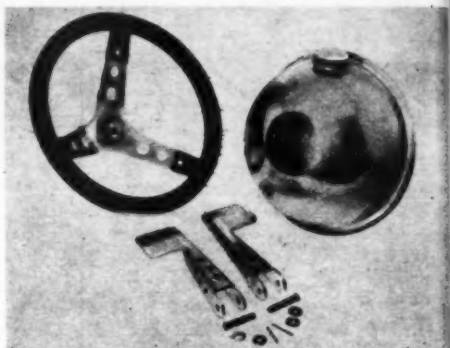
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KUTTUP McGOODY

continued from p. 83

mercial pier and jumped to safety just before the end of the wharf. Getting to my feet, I saw the Special plunge over the pier's edge and vanish with a *ka-ploosh* into the sea.

I had just enough small change on me to finance the lousy bus-ride back to town.

Exactly three days afterward, I was lounging around my pad - grieving for a lost doll-friend who'd given me the brush when I was thrown bodily out of the *Imps* for having splurged the club's funds without bringing home a winner from the Show - when the phone jingled.

"Mr. Kuttup McGoody?" inquired an authoritative sounding voice. It was the kind of voice that might've belonged to a government official or a provost marshal or somebody equally worth being awfully cooperative with.

"Yes, sir?" I replied cooperatively.

"We have a fellow down here by the name of Chopper Hopper. He claims you can clear up a considerable misunderstanding. It seems the Harbormaster discovered a menace to navigation which seems to be registered in Mr. Hopper's name. Mr. Hopper insists you know him and can clear him of any legal responsibility of the navigational menace."

Suddenly, I remembered Chopper had purchased the stocker and we had never gotten around to transferring the registration to the club's name. I also remembered all the agony and grief I'd suffered, thanks to Chopper's moronic job of customizing.

"Well, Mr. McGoody?"

"Sorry," I said softly but firmly. I've never heard of the guy. He's probably just conning you, sir." ●



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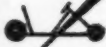
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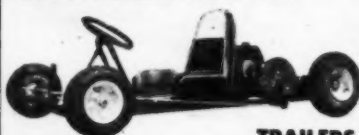
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SPOT ENTERPRISES



by Doane Spencer

TECH SPECS

technical editor

Dear Doane:

I have a very slow '56 Ford Victoria with Ford-O-Matic and the T-Bird bent 8. The other day (Sunday, to be exact) I had the displeasure of being shut down by a Powerglide '54 Chevy. (The Chevy was in stock, mint condition). I've had the car for two months and have big plans for it, but I want to change engines before Soap Box Derby cars beat me. I was wondering what the possibilities of installing a '60 Ford 352 V8 with stick would be. If not this, what about a Pontiac "Tempest" engine. I'm in the Navy, but am about to complete my enlistment, consequently I haven't had much time for shopping. If neither of these engines sound good, what would you recommend that would fit with a minimum of cutting. I'm going big and for go.

Oh yeah. Would you help settle an argument? I maintain that Chevy came out with the BelAir Hardtop in either '49 or '50 and a friend says '53. Now I know there was a BelAir before that because I had one of Gaston's sickest — a 1951 Powerglide.

I hope you can answer my questions. I've been reading R&C for 4 years now and I think you've got the best mag in the business.

J. H. Wagner

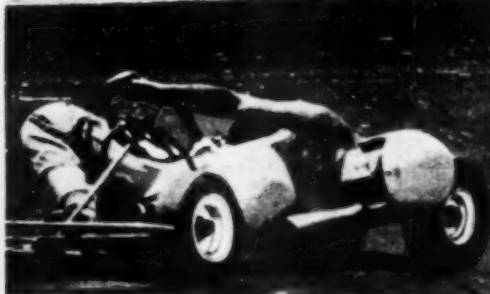
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In installing your 352 V-8 in your '56 Ford,
continued on p. 94

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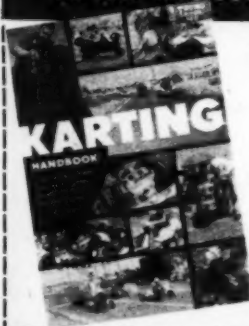


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TECH SPECS

continued from p. 90

if you use a passenger car or T-Bird transmission, you will have to move it forward 1" which can readily be done at the rear mount. Otherwise the left head will hit the fire wall. If you use an Interceptor transmission you can bolt it on with no change, for it is 1" longer than the passenger car. The radiator will then have to be moved from the inside to the outside of the grille frame. These are the only changes necessary. Incidentally, the first Bell Air Hardtop was in 1930.

Dear Doane:

I have a chopped and channeled '34 Ford pickup. This machine stands 52 inches high with 8:20 tires. I am acquiring a 352 cu. in. Ford engine. I am wondering if a '48 floor shift Ford transmission will take the rigid treatment which it will be taking.

Would you advise changing to open drive shaft? I have a good '34 rear end with 4:11 ratio.

I have heard talk that changing the steering rods to in front of the axle is a bad practice. I have already changed. What would you suggest I do in this case?

David Johnston

Clute, Texas

I would suggest using a Ford Interceptor gear box which will bolt onto your 352 c.i. engine with all stock parts and will mount in a '34 frame with a minimum of effort. As for the rear end, an open drive line seems the best choice with Interceptor gear box. A '42 Ford pickup truck center section and drive shaft could be used with your axle housing and springs. The radius rods must be rebuilt and brought out to the frame rails, as near the front U-joint as possible, for maximum U-joint life, keeping in mind that the angle of the pinion should be the same as the angle of the main drive shaft in the gear box. In this way you will have the minimum of drive line thrash.

From your letter I take it that you have your steering arms forward. It is not a bad practice providing the steering arms are bent outward so that a line drawn through the tie rod end through the king pin will intersect

continued on p. 96

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Since every post-1956 American built automobile boasts a 12-volt electrical system, replacing vintage engines with modern ones requires various elementary adjustments. Here is the chapter that tells you what these adjustments are and how they are accomplished.

AUTOMATIC TRANSMISSIONS:

Until recently there wasn't an automatic transmission equal to the task of holding the torque of a hot engine and standing up under the fast speeds at which today's modern rods are capable. If you're seeking smooth, positive, no-clash shifting with a dependable life, read this first.

SYNCHROMESH TRANSMISSIONS:

Frequently the greater torque of the hotter new power plants literally tears a standard transmission apart. Now the ideal transmission for both drag racing and street driving has been perfected. It's called synchromesh and it's hot. Here's the secret of its installation procedure from A-Z.

BLOWERS:

For those who aren't familiar with "hot rod-ese", a blower is a supercharger. And they have been a part of hot rodding for many years, but until recently they were seen only rarely and were far from successful. Modern day hot rodding has seen blowers come into their own. This chapter tells you why.

FLOOR-SHIFT CONVERSIONS:

If you've been looking for a painless method of modifying a synchromesh transmission with a floor-shift, here's the answer... floor shift conversion kits. A fraction of a second lost in making a shift can cut your acceleration as surely as an engine stall at the starting line. Here's how to avoid it.

COMPETITION CLUTCHES:

Tired of replacing broken clutch parts? The simple installation of a competition clutch ends this problem. Regular clutches aren't designed for the power load of a hot rod. But these clutches are. From the light flywheel to the powerful pressure plates, this clutch modification can be performed at home.

READY-MADE ROD PARTS:

A drag racer doesn't have to be a chassis designer, metallurgist, welder, and machinist these days to have a dragster as good as any against which he will have to compete. All he has to do is buy the parts he needs and assemble them, as he would any other do-it-yourself kit.

CARBURETION SYSTEMS:

Carburetors are most efficient when working within their design limits, but their efficiency falls off rapidly when these limits are exceeded. This chapter gives you all the information you need to lick your carburetion problems for good... providing better performance in your rod.

FUEL INJECTION:

At least three American companies are in the business of manufacturing fuel injectors for competition engines. Fuel injection is popular for a reason... it adds more power under that hood, and adds that power in a hurry. Here are the easy to follow A-Z's of basic hopping up procedures.

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- the engines with the built in go
- the men that drive them
- those roaring blurs

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TECH SPECS

continued from p. 94

at the center of the rear end housing. In most cases this is impossible as the tie rod end would have to be inside the brake drum. The Ackerman principle of steering is ignored in some autos, such as the Jaguar, so if you don't mind your tires scuffing on a turn, then keep it as it is.

Dear Doane:

Which 14" wheels will fit my '49 Ford without too much trouble?

Larry Peyton Portland, Oregon

Hoops from a '57 T-Bird, station wagon or Ranchero will bolt onto your '49 Ford with no change. Passenger car wheels may also be used if you grind the existing vents off on the side of the passenger car wheel. However, I would not recommend the use of 14" wheels as they increase the brake fade and the laces of the wheel is incorrect for proper steering.

Dear Doane:

I have a '56 Ford Victoria Hardtop. I would like to know what floor shift would be the most practical to put in my car. By the way, it is a Fordomatic. Also, could you give me the parts I would need in the swap.

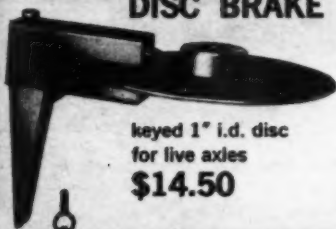
I have been reading your magazine for the past two years and I think it is the best.

Don Boyce Miners Hall,
Texas Western College

By installation of a stock '56 Ford transmission, anyone of a number of floor shift conversions may be used. A T-Bird floor shift can be bolted to your floor and with the lengthening of the stock shifting lever, a real keen shifting mechanism will be obtained.

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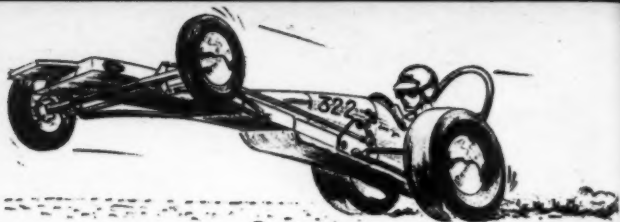
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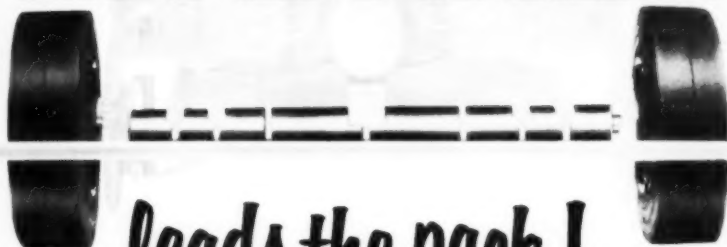
We backyard speed mechanics who concentrate on hopping up Detroit production engines should stop and study the design and performance of out-and-out racing engines once in a while. We might get some new ideas. I learned some interesting things about America's classic racing powerplant, the Meyer-Drake "Offy", during my annual Indianapolis trip this year — and I thought I'd pass it along.

We all know that the performance of this amazing engine has been improved year after year, even after the lowered piston displacement limit from 274 to 256 cu. in. in 1957. One important development was shortening the stroke from 4 $\frac{1}{2}$ " to 4" and using the short con rods from the 220 Offy sprint engine. The reduced friction and bearing loads raised the peak of the power curve from 5700-6000 rpm to 6000-6400, and just about compensated for the loss in cubic inches. Last year the big news was a flat tappet in place of the usual radiused cam follower; the flat tappet allowed higher lift and quicker lift rates without troublesome valve float in the range above 6000 rpm that had been plaguing Offy users for years. This sent the power curve peak up as high as 6800 rpm and gave another 20 or 30 hp. Unfortunately the terrific rubbing loads between cam lobe and tappet caused by the extreme valve acceleration rates were too much for the metals involved. Either the cam or lifter would break down in less than 500 miles. Meyer-Drake engineers tried all kinds of surface treatments without success. So here's an interesting performance trick that's still on the shelf for the Offy.

Some other performance tricks have yielded weird results, making the 30-year-old Offy design a seeming freak in the auto world. For instance the Offy doesn't seem to respond to "tuned" exhaust stacks. Stu Hilborn ran extensive dyno tests starting with four individual stacks 60" long, then chopping them off at 6" intervals. In all cases the peak output was 50-60 hp less than they could get with the conventional collector manifold — and there was very little effect on output at the various stack lengths! There was also evidence of hot, uneven combustion and pre-ignition with the stacks. Another weirdy is that the engine puts out noticeably more HP with cast pistons than with forged pistons. A number of dyno tests have been made, with no other changes than the pistons — and the cast pistons show 10, 20, 30 hp edge every time! M-D people suspect some kind of thermal distortion effect with forged pistons that might increase friction at extreme rpm. But no matter... the cast pistons won't last for 500 miles anyway. They crack, break rings, etc. The next step could be forged magnesium pistons, which A. J. Watson was experimenting with this year.

Top output? Lou Meyer, Jr. reports a measured peak of 419 hp at 6800 rpm for the standard engine on straight alky, running 14 $\frac{1}{2}$:1 compression, flat lifters and very hot cam, and the cast pistons. Not bad for 252 cu. in. UNBLOWN!

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